

GRAIN & FEED JOURNALS CONSOLIDATED

A Merger of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter.

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A 20,000 Bushel Elevator on Its 22-Mile Trip Over Hills and Ravines.
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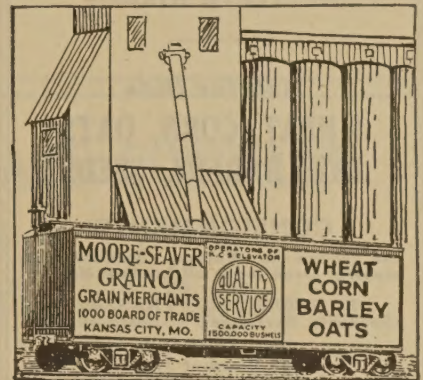
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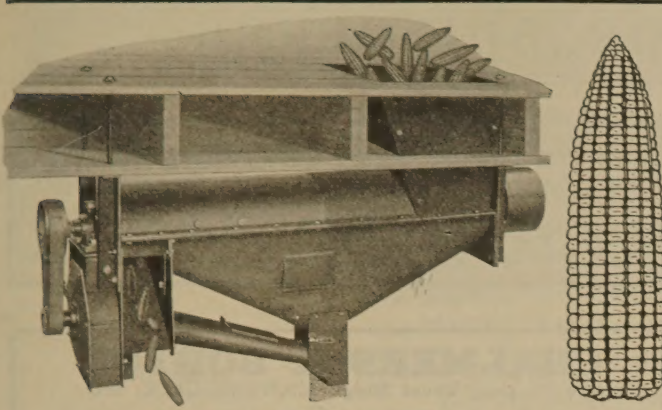
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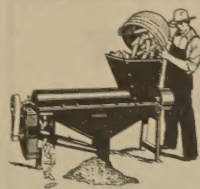


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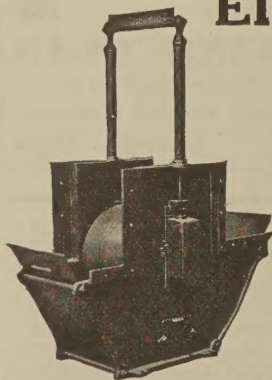
Star Engineering Company

Designers and Builders of modern,
efficient grain elevators, feed
plants, and associated build-
ings. Every plant designed
to best suit individual
requirements.

Machinery Estimates Plans

WICHITA, KANSAS

Elevator Boot



Ball Bearing, Low Intake, Non-
chokeable, Automatic Takeups,
20" Diameter Pulley, Large Ca-
pacity.

*Use Rubber Covered Cup
Belt—It Pays*

**WHITE ★ STAR ★
COMPANY**

Wichita, Kansas

Headquarters for
GOOD ELEVATOR EQUIPMENT

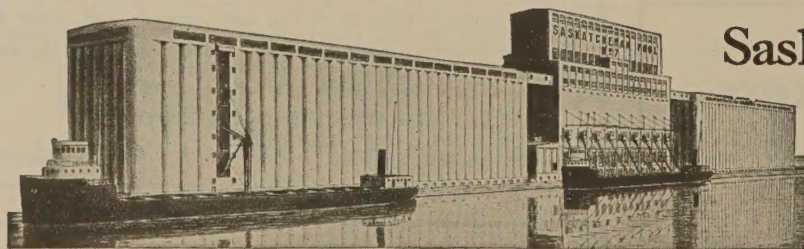
HORNER & WYATT

*Consulting Engineers to the
Grain Trade*

470 Board of Trade

Kansas City, Mo.

Write to us for PLANS, SPECIFICATIONS
AND ESTIMATES for GRAIN ELE-
VATORS, FLOUR MILLS, FEED MILLS,
WAREHOUSES and POWER PLANTS.



Saskatchewan Pool Elevator No. 7

Port Arthur, Ont.

*Largest single Elevator Contract ever awarded, recently erected by us
in record time*

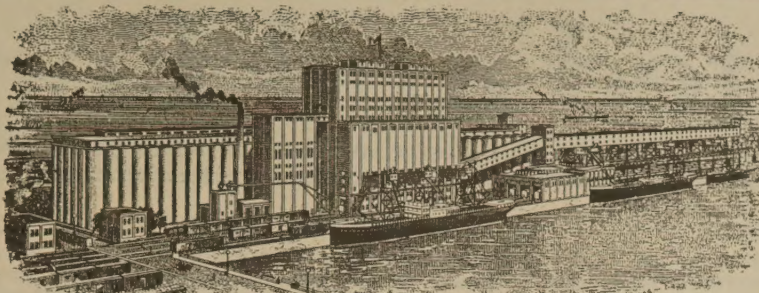
THE BARNETT-McQUEEN CONSTRUCTION CO., Ltd.

Fort William, Ontario

Duluth, Minn.

Minneapolis, Minn.

Capacity
5,000,000
Bushels



Equipped with
Four Stewart
Link-Belt
Grain Car
Unloaders

PENNSYLVANIA RAILROAD ELEVATOR AT BALTIMORE

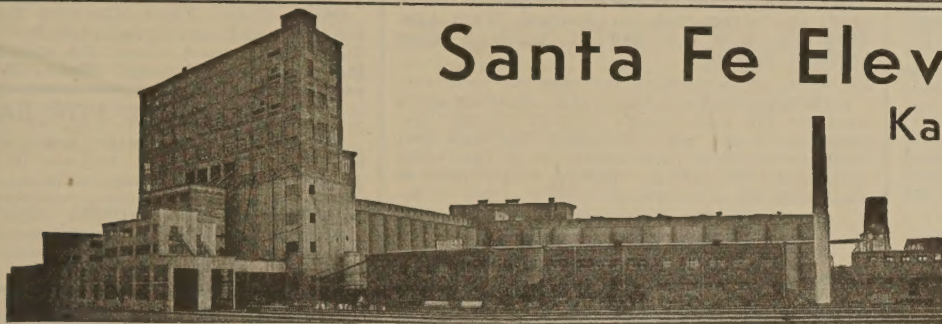
JAMES STEWART CORPORATION

ENGINEERS AND CONTRACTORS

W. R. SINKS,
PRESIDENT
Phone Harrison 8884

H. G. ONSTAD
VICE-PRES.-GEN'L MGR.

FISHER BUILDING—343 S. DEARBORN ST., CHICAGO, ILLINOIS



Santa Fe Elevator "A"

Kansas City, Kans.

Capacity
10,500,000 Bushels

John S. Metcalf Co., Grain Elevator Engineers and Constructors

105 W. Adams St., Chicago

460 St. Helen St., Montreal 837 W. Hastings St., Vancouver, B. C.
17 Dartmouth Street, London, England

Cover's Dust Protector

Rubber Protector, \$2.00
Sent postpaid on receipt
of price; or on trial to re-
sponsible parties. Has auto-
matic valve and fine sponge

H. S. COVER
Box 404 South Bend, Ind.



Leaking Car Report Blanks

bear a reproduction of a box car and a form showing all points at which a car might leak, thus facilitating reporting specific places where car showed leaks at destination. One of these blanks should be sent with papers for each car with the request that it be properly filled out and returned in case of any signs of leakage. Printed on Goldenrod bond, size 5½x8½ inches, and put up in pads of 50 blanks. Order Form 5. Weight, 3 ounces. Price, 40c a pad; three for \$1.00. Prices f. o. b. Chicago.

GRAIN & FEED JOURNALS

Consolidated

332 S. La Salle St., Chicago, Ill.

Safety Sample Envelopes

for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size, 4½x7 inches. Have a limited supply to sell at \$2.60 per hundred, or in lots of 500, \$2.30 per hundred, f. o. b. Chicago.

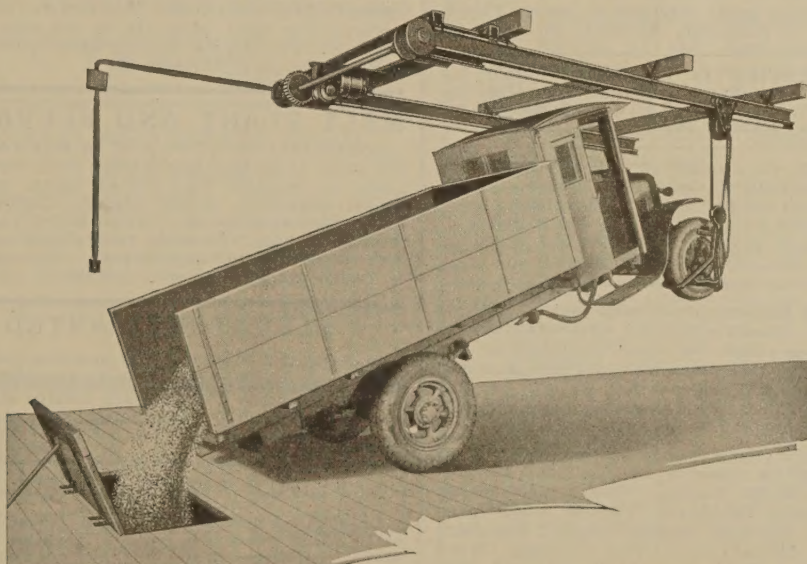
GRAIN & FEED JOURNALS

Consolidated

332 S. La Salle St., Chicago, Ill.

McMILLIN TRUCK DUMP

For Electrical Power



In the above dump not the slightest detail was overlooked which would assist in its installation, convenience and speed in its operation, as well as durability and small expense in operation. Its being overhead and having no connection with the floor, leaves the driveway clear. Changing of the hoisting device to suit the different length vehicles is a small item compared with other dumps. By extending the track it will dump into any number of dump doors. This dump is equipped with the latest type of worm gear motor and first-class material throughout. Capacity for the largest loads; fully guaranteed.

For complete descriptive circular including drawings for installation and prices,
Address

L. J. McMILLIN, 525 Board of Trade Bldg., Indianapolis, Ind.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

TEN IOWA AND ILLINOIS Elevators for sale, will sell one or all. Priced for quick sale. O. A. Talbott, Keokuk, Iowa.

NEBRASKA—50,000 bu. elevator for sale; good crops. Address, 69R5 Grain & Feed Journals Consolidated, Chicago, Ill.

NORTHWESTERN KANSAS—15,000 bus. elevator for sale; good wheat and corn territory. Address 69U1, Grain & Feed Journals, Chicago.

NEBRASKA—A BARGAIN—Elevator on St. Francis branch C.B.&Q.; priced right; terms; \$500 handles it. 1147 Board of Trade, Kansas City, Mo.

On the other end of the Journal's "Wanted—For Sale" columns you will find 9,000 grain dealers anxious to know what you have for them.

HOLTON, KANSAS—15,000 bu. frame elevator fully equipped will be offered at public sale at premises October 20, 2:00. J. E. Hayes, Receiver, Holton, Kans.

OHIO—12,000 bu. elevator for sale; in fine condition; feed grinder; general line of feed and coal; on private ground; along N. Y. C. R. R. Priced to sell. Box 312, Ashley, Ohio.

YOU MAY BE MISSING SOMETHING

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

ILL.—25,000-bu. elec. equipped elevator for sale; oat huller; corn and feed grinder; own the land; served by C.B.&Q. and T.P.&W.R.R. switches. Best grain territory in state. Priced to sell. D. S. Simonson, Bushnell, Ill.

Some **SERVICE** to your ads. I sold my elevator to the first man that answered the ad. But I received a nice number of inquiries, too. Kansas Dealer.

INDIANA—On account of ill-health have concluded to sell our Camden and Galveston elevators and coal yards. Modern up-to-date equipment for feed grinding, mixing, and handling of grain. Right price. Easy terms. Urmston Elevators, Inc., Anderson, Indiana.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

MINNESOTA cleaning and transfer elevator for sale; 130,000 bushels; three track scales; good cleaning machinery; electric power good condition. Excellent transit location; fine dairy territory. Bargain easy terms payment. Write 66B6, Grain & Feed Journals Consolidated, Chicago, Illinois.

BARGAIN IF TAKEN AT ONCE—Some one is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property, enlarge your present interests, or embark in the grain business. USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

ELEVATORS FOR SALE

GRAIN ELEVATORS FOR SALE

One at Munden, Kansas, Rock Island. One at Cuba, Kansas, Burlington. Bargain and liberal terms. First National Bank, Fairbury, Neb.

INDIANA—60,000 bus. elevator and custom feed grinding plant for sale on main line NYC. Will sell for reasonable price. For particulars write Lyon & Greenleaf Co., Inc., Ligonier, Ind.

NO NEED FOR FORMALITIES—You don't need an introduction to Journal Want-Ads. They will help you without, whatever your problems may be.

WISCONSIN—Two elevators in excellent grain territory for sale; handle around 300,000 bus. grain per year; also wonderful feed and coal business; a great opportunity for a live wire; best reasons for selling. Address 69T15, Grain & Feed Journals, Chicago, Ill.

WANT ADS WORK WONDERS

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

ELEVATOR FOR SALE OR RENT

NEBRASKA—Elevator and lumber yard in southern Jefferson Co., for sale or rent; on C. B. & Q., 6,000-bus. capacity. Only one in town. Address Mrs. J. Prebyl, Odell, Nebraska.

ELEVATOR & FEED BUSINESS FOR SALE

SOUTHERN ILLINOIS—Best elevator and feed business for sale; ship 150 to 200 cars grain annually. For full particulars write 69T9, Grain & Feed Journals, Chicago, Ill.

MALT PLANT AND ELEVATOR

COLORADO MALT PLANT & ELEVATOR for sale. Capacity 125,000 bus. Fully equipped, ready to operate. Side tracks, kilns, steeping tanks, conveyors, steam heated. Light wines and beers a certainty. Good grain territory. Ready markets. Unusual profits and opportunity for farsighted business man. Colorado Malt & Barley Co., Longmont, Colorado.

ELEVATORS WANTED

IF YOU DO NOT find the elevator you want advertised, place your wants in the "Elevators Wanted" section and you will receive full particulars regarding many desirable properties not yet advertised.

FLOUR AND FEED MILL

PENNA.—Up-to-date Flour and Feed Mill for sale; water power and coal oil burning engine; 60-bbl. capacity; Wolf machinery; bldgs. and machinery in first class condition; good neighborhood; long established trade; priced for quick sale. Address National Bank & Trust Co. of Kennett Square, Kennett Square, Pa.

SAMPLE ENVELOPES

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed. Made of heavy kraft paper, strong and durable; size 4½x7 inches. Have limited supply to sell at \$2.60 per hundred or in lots of 500, \$2.30 per hundred f. o. b. Chicago. Sample mailed on request. Grain & Feed Journals, 332 S. La Salle St., Chicago, Ill.

ELEVATOR BROKERS

ALWAYS HAVE ELEVATORS for sale. To save time, please state amount you wish to invest and location you prefer. James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

Every penny invested in a Journal "Wanted—For Sale" ad returns an amazing per cent of profit.

FLOUR MILL FOR SALE

OHIO—75-bbl. Flour Mill with Feed Department for sale; operating, good location, established trade; good reason for selling. Address Buckeye Milling Co., Mt. Gilead, Ohio.

FEED MILL FOR SALE

BOAZ, WIS.—Good water power feed mill for sale; good terr. Come and see it. Write W. J. Bowen, Richland Center, Wis.

STOP! READ! THINK! One advertiser writes, "Your service brought me 24 replies." We can do the same for you. Don't wait, write now"

Bargain Sale in Soiled and Shelf Worn Books

Record of Receipts.—We have a small stock of these Price Current Grain Reporter form 83 which we are selling out at bargain prices. They are good grain receiving records, size 15½x10½ ins., 150 pages, linen ledger paper, well bound, with cols. for "Date, Driver, Gross, Tare, Net, Bus., Price, Kind, Seller, Amount," in the order named. Priced at only \$2.50, as is.

Memo of Agreement.—Grain contracts for contracting grain and seed from farmers; is extensively used by grain dealers to avoid taking chances with verbal contracts. Originals are printed on bond paper, machine perforated so they may be easily removed; duplicates are also on bond paper. Check bound, 50 sets to a book with two pieces of carbon paper. Order by name, special price 75 cents to close out.

Feed Trade Manual, a reference book for all engaged in the custom grinding and mixing of feeds. Contains hundreds of formulas for all kinds of feed for any section of the country. Data about state feed laws, feedingstuff definitions, weights, ingredient composition and useful facts for the feed industry are also included and indexed. One soiled shelfworn copy, \$1.00 plus postage. Order Feed Manual Special.

Gold Bricks of Speculation, a study of speculation and its counterfeits and an expose of the methods of bucketshop and "Get-Rich-Quick" swindles. We have a few of these interesting books soiled from display, written by John Hill, Jr., of the Chicago Board of Trade, which we will send on receipt of \$1.00 each and postage to carry. Weight 4 lbs. Order "Gold Bricks of Speculation Special."

Improved Railroad Claim Blanks require little of your time for filing, and contain spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment. Are printed on bond paper, bound in books, each containing 100 originals and 100 duplicates, with two-page index, instructions and summary, with four sheets of carbon. The original is sent to the claim agent, and carbon copy remains in the book, as a record of your claim. Sells for \$2. Have few loosely bound and soiled, one at \$1, four at \$1.25 and two at \$1.50. Order 411-E (overcharge in freight or weight) "Special."

All prices are f. o. b. Chicago.

GRAIN & FEED JOURNALS Consolidated
332 South LaSalle St. Chicago, Ill.

SITUATION WANTED

POSITION WANTED as working elvtr. supt. of local mill or terminal elvtr.; 15 yrs. actual exper., mostly terminal elvtrs.; thoroly familiar with all feed mchy., also grain mixing and blending. Best refs.; can go anywhere. 69T16 Grain & Feed Journals, Chicago.

EXPERIENCED GRAIN ELEVATOR managers and operators have 9,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of GRAIN & FEED JOURNALS.

HELP WANTED

COMPETENT AND EXPERIENCED elevator managers, foremen, bookkeepers, auditors, second men and solicitors can easily and quickly be found through an ad in the "Help Wanted" column of the Grain and Feed Journals, Consolidated, Chicago, Ill.

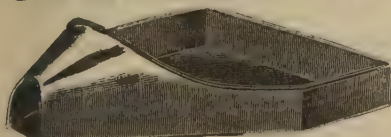
BUSINESS OPPORTUNITIES

HALF INTEREST carrying managership in feed mill and elevator for sale. Good location. Easy terms. Write Box 35, Hooker, Okla.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" columns of GRAIN & FEED JOURNALS, Chicago. 9,800 grain men look to these columns twice each month for real opportunities.

SHEET METAL WORK**SPECIAL SHEET METAL WORK**

We make a specialty of Metal Spouts, Valves, Grain Bins, Liquid Tanks. All kinds of Metal Work for Feed and Flour Mills. Loading Spouts for grain elevators, etc. High-class work guaranteed. Let us know your needs. Kam Kleber Co., 430 Pratt St., Buffalo, N. Y.

SAMPLE PANS

Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light, durable. The dull, non-reflecting surface of the metal will not rust or tarnish; assists users to judge of the color and to detect impurities.

Grain Size, $2\frac{1}{2} \times 12 \times 16\frac{1}{2}$ ", \$2.00 at Chicago.

Seed Size, $1\frac{1}{2} \times 9 \times 11$ ", \$1.65 at Chicago.

GRAIN & FEED JOURNALS CONSOLIDATED
332 So. La Salle St., Chicago, Ill.

MACHINES FOR SALE

1 NO. 10 BURTON Feed Mixer for sale. Middlebury Milling Co., Middlebury, Ind.

ONE 24" BRYANT DREADNAUGHT electric grinder for sale, enclosed motor; used two years. \$400. Geo. A. Peckens, Fowlerville, Mich.

AIR BLAST CAR LOADER. Guaranteed. A real buy. Write for particulars. Standard Mill Supply Company, 1307 Waldheim Bldg., Kansas City, Missouri.

NO. 3 DIRECT CONNECTED 50-h.p., 220 volt, 3 phase Gruendler Hammer Mill for sale, also Auto Transformer Starter and Western Electric Voltmeter. A complete outfit used very little and good as new. Scott Logan Milling Company, Sheldon, Iowa.

GRAIN SCALES. Richardson, Fairbanks, Smith Exact Weight Scales, Car Pullers. Three pair high Feed Mills. Driers. Attrition Mills, Bag Closing Machines. Pulleys, Shafting, Hangers, Belting. Standard Mill Supply Co., Waldheim Bldg., Kansas City, Mo.

SELL YOUR SECOND HAND Machines Now—tomorrow they will not be worth as much as they are today. A shiny machine which has just been in operation sells quicker and brings a bigger price than a dirty, rusty one.

MILL EQUIPMENT For Sale including Anglo-American Hammer Mill and New Rosco Hailer and all Modern Equipment. Will sell with building or lease building to purchaser of mill equipment. Enjoying good business but must sell to close estate. Write Marjorie Barney, Adair, Ia.

COMPLETE FLOUR MILL MACHINERY for sale, consisting of 4 double stand roller mills 9x4 rollers; Robinson planifter; bran duster; centrifugal reel; 15 elevators; grain cleaners; automatic scale; purifier; 3 pair high rollers; 3 round reels; 35-hp. electric motor; 50-hp. Morse gas engine. All machinery in excellent condition, as it has hardly been used. Antioch Milling Co., Antioch, Ill.

ATTRITION & HAMMER FEED MILLS

1-20" Monarch with 15-hp. motor.
1-24" Monarch with 25-hp. motor.
1-26" Monarch with 30-hp. motor.
1-32" Diamond with 40-hp. motor.
1-No. 4 Standard J. B. with 50-hp. motor direct connected.

1-No. 3 Standard J. B. with 40-hp. Texrope drive.

1-No. 2 Gruendler with 30-hp. motor Texrope drive.

1-Papec Hammer Mill complete, nearly new.
D. B. McLaughlin,
Box 95. Winona, Minnesota.

FIELD AND GRASS SEED FOR SALE

WHEN YOU want field or grass seed, write us, and we will put you in communication with nearby dealers, who have what you seek. The service is free. Information Buro, Grain & Feed Journals, 332 S. La Salle St., Chicago, Ill.

MOTORS FOR SALE**ELECTRICAL MACHINERY**

Large stock of motors and generators, A. C. and D. C., new and rebuilt, at attractive prices. Special bargains in hammermill motors 30 to 60 h.p., 1200 and 1800 r.p.m. Write for stock list and prices. Expert repair service.
V. M. Nussbaum & Company, Fort Wayne, Ind.

DYNAMOS AND MOTORS WANTED—Buyers and this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMO-MOTORS" columns of Grain & Feed Journals—the medium for power bargains.

SCALES WANTED

A 6 OR 8 BUSHEL Richardson Receiving Scale Wanted with residue weigher—also stand three high rolls. Kasco Mills, Inc., Toledo, Ohio.

SECOND HAND scales for sale of any make, size or price, always find ready buyers when represented in the "Scales for Sale" columns of GRAIN & FEED JOURNALS Consolidated.

OFFICE SUPPLIES

PROTECT YOUR CHECKS—Use a Todd Pro-tectograph—have one will sell cheap—\$7.00, prepaid. Cash with order. Thos. A. Bankmann, Room 900, 332 S. La Salle St., Chicago, Ill.

WANT ADS WORK WONDERS

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

MACHINES WANTED

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of GRAIN & FEED JOURNALS in securing prices and estimate of machines for sale. We can save you money. More than value received.

The Federal Octopus

By Sterling E. Edmunds

A survey of the destruction of Constitutional Government and of civil and economic liberty in the United States and the rise of an all-embracing bureaucratic despotism.

Mr. Edmunds says:

"In the place of our peculiar dual system of free government, founded by the fathers to restore their newly-won liberty to them and to their posterity forever—with the federal government bound down by the 'chains' of the Constitution, and the people in their states retaining in themselves all other powers, and governing themselves as autonomous members of the Union in all domestic concerns—we observe that, through three decades of progressive usurpation, the 'chains' of the Constitution have been broken and the powers of the federal government have become practically absolute; that, like a giant octopus at Washington, it has wormed its numberless tentacles around every city and every county, around every hamlet and every home in the land, crushing out civil liberty and self-government, and through the taxing suckers of its ugly prototype, draining the life from all property, from all trade and from all industry."

This volume is a scholarly and intelligibly presented history of the violent change which has taken place in our government, of which every tax-paying and every thinking citizen should inform himself.

Book is paper bound, 122 pages, \$1.00 per copy plus postage.

Grain & Feed Journals

Consolidated

332 S. La Salle Street Chicago, Ill.

KEEP POSTED**GRAIN & FEED JOURNALS CONSOLIDATED**

332 So. La Salle St., Chicago

A consolidation of Grain Dealers Journal, American Elevator & Grain Trade, Grain World and Price Current-Grain Reporter.

Gentlemen:—In order to keep us posted regarding what is going on in the grain and feed trades outside our office, please send us the *Grain & Feed Journals* twice each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....

HESS DIRECT HEAT DRIERS ARE MONEY MAKERS



HESS DIRECT HEAT DRIER AND COOLER—1000 Bushels Hourly
CONTINENTAL ELEVATOR, operated by Continental Elevator Co., Kansas City, Mo.

No Boiler Required

Large or Small for Term-
inal or Country Elevators

Write Us.

**HESS WARMING &
VENTILATING CO.**

1211 South Western Avenue
CHICAGO, ILLINOIS

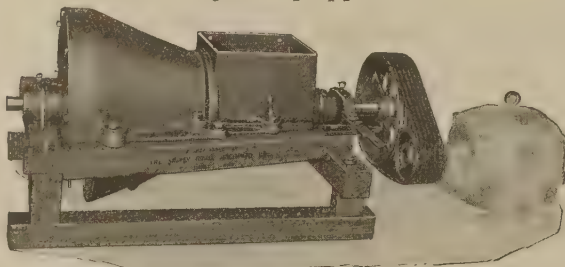
**HESS DRIER CO. OF
CANADA, LTD.**

68 Higgins Avenue,
WINNIPEG, MANITOBA

Hess Driers Are Patented. We Do Not Infringe Patents of Others. We Guarantee This.

Sidney Corn Shellers

Hyatt Equipped



Can Now Be Furnished with Tex-Rope Drive.

All shellers are adjustable for different kinds and sizes of corn.

Made in five sizes 80 to 1,500 bushels per hour. Available in several styles.

Be prepared to do a bigger and better shelling business. These shellers cost so little and do so much you can't afford to be without one.

Send for descriptive literature.

The Sidney Grain Machinery Co.
Sidney, Ohio

*Complete Equipment for Grain Elevators
and Feed Mills*

dp SUPERIOR ok CUPS



Use them for the
greater efficiency of
your elevator.

**GUARANTEED
LARGER
CAPACITY**

Our Engineering De-
partment is at your
service.

K.I. Willis Corporation
MOLINE, ILLINOIS

Distributors:
STRONG-SCOTT MFG. CO.
Minneapolis, Minn. Great Falls, Mont.

GRAIN & FEED JOURNALS

CONSOLIDATED
INCORPORATED

332 S. LaSalle St., Chicago, Ill., U.S.A.
Charles S. Clark, Manager

A merger of

GRAIN DEALERS JOURNAL

Established 1898

AMERICAN ELEVATOR & GRAIN TRADE

Established 1882

THE GRAIN WORLD

Established 1928

PRICE CURRENT-GRAIN REPORTER

Established 1844

Published on the second and fourth Wednesdays of each month in the interests of better business methods for progressive wholesale dealers in grain, feed and field seeds. It is the champion of improved mechanical equipment for facilitating and expediting the handling, grinding and improvement of grain, feeds and seeds.

SUBSCRIPTION RATES to United States and countries within the 8th Postal Zone, semi-monthly, one year, cash with order, \$2.00; single copy, 25c.

To Canada and Foreign Countries, prepaid, one year, \$3.00.

THE ADVERTISING value of the Grain and Feed Journals Consolidated as a medium for reaching progressive grain, feed and field seed dealers and elevator operators is unquestioned. The character and number of firms advertising in each number tell of its worth.

Advertisements of meritorious grain elevator and feed grinding machinery and of responsible firms who seek to serve grain, feed and field seed dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain, feed and field seed trades, news items, reports on crops, grain movements, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. The service is free.

CHICAGO, OCTOBER 12, 1932

PRESENT conditions have aroused a great deal of interest in merchandising plans. It is about time. Distributing methods have remained stagnant while production methods have forged ahead.

ALL GRAIN elevator operators interested in the safety of their property will not hesitate to join the crowd in celebrating Fire Prevention Week by vigilantly inspecting all the known and unknown fire hazards of their plants.

FRANCE is now reaping the harvest of ill-judged attempts to bolster the price of wheat for the benefit of the growers. Like our Stabilization Corporation the government of France on a smaller scale held 20,000,000 bus. wheat off the market, but the home crop is so large now that the price has collapsed, just as did the market here after the Farm Board took its fill of the wheat crop. As a protest against the futile efforts of the government 100 mayors in the wheat growing districts have resigned office and the taxpayers threaten to strike. Meddling with commodity markets always has brot disaster to governments.

GROUP meetings of country elevator operators have proved so helpful in smoothing out rough places in the road that dealers everywhere have come to recognize this form of association work as absolutely essential for their success and naturally more local meetings are being held than ever.

KNOWLEDGE of good feeding practices, completeness of feed and ingredient stocks, cleanliness, good display, a cheerful smile, are all listed as assets for the grain and feed dealer who wishes to promote feed sales to the farmers of his community. A feed business is not profitable unless it is blessed with repeat orders, coming in at minimum sales expense.

THE HILLS AND RAVINES of South Dakota seem to offer no handicap demanding serious consideration of moving contractors. The moving of the 20,000 bushel elevator, illustrated on the outside front cover of this number, twenty-two miles in about ten days, seems to give new encouragement to the elevator owner who is dissatisfied with his present location.

THE ADOPTION of the allotment plan provided by the Norbeck bill would result in the establishment of another Federal buro and the employment of an army of clerks to compute each farmer's acreage. While this rigid regulation of the grain growers would delight the racketeers employed to run the farmers business, we doubt that the producers would abide by the limitations allotted by the bureaucrats.

COLLECTIONS are always a problem. The longer an account runs the harder it becomes to collect. The man whose account has been carried for six months figures it won't hurt the grain and feed dealer to keep it on the books a week or so longer. If it runs long enough and big enough he takes his business elsewhere and pays cash rather than face his creditor. The time to collect a bill is "right now."

THE EXCESSIVE TAXATION, state, local and national, declared by the American Bankers Ass'n at its October meeting to be a menace to agriculture, trade and transportation, will not be remedied until something is done about it; and in a republican form of government such as ours the demand for reform must come from the citizens en masse, and they will not be stirred to action unless made tax conscious.

OWNERS of semi-diesel engines have generally recognized that preheated torches could not be filled with gasoline without endangering the lives of users and the safety of the property, yet the two most recent elevator fire losses reported by the Mutual Fire Prevention Bureau have been traced direct to preheated torches filled with gasoline. The Standard Oil Co., as well as all the prominent oil companies carry a high grade kerosene designed especially for use in these torches so there is no excuse for anyone using gasoline. The two plants recently destroyed as the direct result of using gasoline in the preheated torches were the Columbus Elevator at Columbus, Mich., and the Farmers National Warehouse Corp. elevator at Van Hook, N. D.

COOPERING box cars carefully may not seem necessary when grain prices are so low, but shippers cannot afford to overlook the fact that the poor regulated railroads are not putting much money into car repairs these days, hence shippers need to exercise greater vigilance in the selection and preparation of cars before loading, else they are sure to suffer unexpected losses in transit.

TRAVELING fire extinguisher "inspectors" have taken so many extinguishers out for repairs and neglected to return them that grain dealers generally are now on guard against these impostors. The charges of these travelers for checking up and re-filling extinguishers is generally unreasonable and in some cases they have filled the extinguishers with water instead of carbon tetrachloride solution.

FARMER BROWN, "educational expert" of the Federal Farm Board, has been attending many meetings of farmers in Nebraska during the present campaign and maligning and misrepresenting the middlemen to the amusement and entertainment of his hearers. Dealers encountering such propaganda should attend the meetings and catechise the speaker with questions that will bring out the real service rendered grain producers by the country elevator operators.

AN INTERESTING development in connection with the portable feed mills of Ohio is the installation of a cleaner on the truck carrying the portable mill for cleaning seed grain. That service should be encouraged because it will result in more of the seed grain being cleaned than ever before. The farmers seem to have hesitated to haul their seed to the elevator for cleaning although they knew that cleaning would result in a larger yield and a better quality of grain.

ECONOMISTS OF national reputation, those of Cornell and Stanford Universities among them, have been a unit in declaring that grain is handled on a margin of profit infinitesimal when compared with the spread between producers and consumers of other commodities. If any doubt remained that this is true it should be dispelled by a study of the Farmers National balance sheet disclosing that only ½ cent per bushel was eked out as profit thru the strenuous efforts of intellectual \$36,000 per year giants.

FARM TENANTS everywhere are experiencing so much difficulty in getting enough from their share of the crop to pay their expenses that they are indulging in all kinds of trickery and misrepresentation in order to induce the country elevator operator to buy all grain they offer. This results in unexpected difficulties for the grain buyer and he is forced to exercise greater vigilance in scrutinizing the right of patrons to sell the grain tendered than ever before. Cautious buyers are joining with their neighbors in securing a convenient list of tenants and of liens filed with the county recorder. Closer co-operation and more frequent conferences of country elevator operators will minimize their losses through purchase of grain covered by liens. No buyer has ever realized a profit from grain for which he paid a second time.

GOVERNMENT assistance in financing wheat growing and marketing should be open to all growers and dealers on a democratic basis, with no strings attached, such as compulsory membership in pools or regional set-ups of the Farm Board. This principle is recognized by the regional agricultural credit corporations being established to make loans to raisers and feeders of live stock, the borrower retaining the privilege of marketing his stock thru any agency that he sees fit to employ. The same plan should be adopted for the benefit of all grain growers.

FARMERS everywhere are holding grain because of the low prices prevailing, and they're not to be blamed. Grain elevator operators as a rule are in full sympathy with the producers and will help them to get higher prices whenever possible. However, until the Farm Board retires from the grain markets and private enterprise is permitted to seek a foreign outlet for our surplus crops, higher prices cannot be expected. Stubbornly holding large quantities of any grain for unreasonable prices may delight all of the weevil tribe but it seldom promotes commerce.

AS FEW of the railroads are buying anything but red ink for their financial departments these days of poor business, high taxes and rigid regulation it is but natural that their claim agents should indulge in all kinds of bluff and bluster in hope of avoiding the necessity of paying just claims of shippers. Not only is it important that grain shippers have a clear understanding of their own rights and responsibilities in their relations with the rail carriers, but they must have enough back bone to stand firmly for their rights, otherwise the claim agents will browbeat them at every turn.

HOW CAN railroads expect country elevator operators to ship corn or oats when the freight to the nearest terminal amounts to more than the market value of the grain? Years ago when the carriers offered nothing larger than a 20,000 capacity car, shippers bought corn and oats at 10 and 15 cents a bushel and shipped it at a profit because in those days of low taxes and reasonable railway wages freight rates were in keeping with market values. Today with hundred thousand capacity cars and greatly increased freight rates, neither the rail carriers or the trucks seem willing to transport the farmer's grain to market at a rate that will leave him anything for the labor of producing it.

WHEAT shippers would help their farmer patrons to increase their average yield per acre as well as improve the quality and the grade of the resulting crop if they would install modern mechanical facilities for treating seed wheat with copper carbonate. Nineteen per cent of the wheat of the 1931 crop received in the Omaha market was graded smutty and discounted accordingly to the great loss of the growers and the shippers who did not buy on grade. Many elevator operators of the winter wheat section have realized a most satisfactory profit from the treatment of seed for their farmer patrons and in doing so they have not only helped their customers to increased production but have also helped them to a higher average price.

Hudson Bay Elevator Set Back

Politicians controlling government funds are too eager to expend tax payers' money in wild ventures that private capital will not consider on account of the great hazards of loss.

Such may be the fate of the Canadian government's ambitious scheme to create a port at Churchill on Hudson Bay. A railroad has been completed at great cost over the muskegs that are frozen the year round, and a modern terminal elevator has been erected on the theory the short distance to Europe by this route would afford a better outlet for the grain of Western Canada than does the eastern seaboard.

The sinking of the eighth cargo of grain to leave the port this season thru collision with an iceberg, as feared by the marine underwriters, may keep the insurance rates so high as to prohibit the movement of grain out of the Churchill grain elevator. The only alternatives are to close the elevator or to have the Dominion government engage in the insurance business, at a loss to the taxpayers.

A conservative course would have been to postpone the heavy investment in railroad and elevator until the underwriters were willing to quote a reasonable rate on the marine risk involved.

For several years our own federal government has been conducting the experiment of operating barges on the Mississippi river at the expense of the taxpayers in what has so far been a vain attempt to demonstrate that private capital can engage in this enterprise profitably.

Compulsory Exchange of Confirmations

The Milwaukee Grain and Stock Exchange recently adopted a resolution making it compulsory for all members of that organization, parties to trade in grain or its products, to exchange confirmations. In other words, a member must henceforth exchange written confirmations of all cash transactions or sales to arrive within twenty-four hours after making such trade in the exchange room.

Grain dealers everywhere have long since recognized the great advantage of confirming in writing all verbal contracts for the sale or purchase of grain. It is easy for one trader to misunderstand the terms and conditions as outlined by the other trader, but after twenty-four hours, it is difficult to rectify the error or prevent the loss sure to occur as a direct result of the misunderstanding.

Where written confirmations are promptly exchanged, the sufferer will quickly recognize the difference between his own understanding

and the understanding of the other party and have a chance to correct the contract before the market has changed sufficiently to force a heavy loss on either party. The prompt exchange of written contracts not only should be recognized, but formal action of all grain exchanges and all grain associations making such exchange compulsory, will prove greatly to the advantage of every dealer.

Every member of the trade fully recognizes that it is far safer to protect every trade with a written confirmation. Hence, there seems no excuse for anyone hesitating to give and take such confirmations.

Savings Affected by Up-to-Date Appraisals

A recent auction, or attempted auction, of an elevator which had a physical valuation of \$650,000 attracted no better bid than \$30,000, and a short time later this plant was badly damaged by fire, so the insurance adjusters were confronted with a real problem in appraising the loss.

It would seem to be a very wasteful practice for any elevator owner to carry insurance on his plant in excess of its real value, because seldom is the insurer able to collect more than the replacement value of his insured property. Every elevator owner would, no doubt, feel more at ease if he would have his property appraised by competent engineers and then reduce his fire insurance to an amount in keeping with the appraised value.

A western elevator owner who thought he had a competent and up-to-date appraisal of his property, and had it insured against fire and wind, was somewhat disgusted when after a wind storm blew away part of his equipment, upon checking his insurance learned that the equipment carried off was not mentioned in his appraisal or covered by his policy.

Elevator architects or contractors who are familiar with this class of property would not be likely to make such a deficient appraisal. Both the insurance company and the policy holder were deceived by the deficient appraisal, but the property owner was the principal loser. The current value of all elevator property has been so materially reduced by the decline in the cost of building materials, elevator owners who continue to insure their properties on the basis of pre-depression values, are in many cases paying for much more insurance than they could possibly collect.

A recent appraisal by competent engineers would prove a profitable investment, altho it would probably not cost more than the reduction affected in the insurance premiums.

"I Want to Succeed!"

Yes, but do you want to succeed badly enough to get up an hour earlier each morning and spend that hour definitely planning where you will go and what you will say during the day?

Are you sufficiently in earnest to keep books on yourself, setting down each day the hours you work and the sum of your actual accomplishments?

Do you want to succeed badly enough to keep yourself going at top speed all day long, no matter how strong the temptation to let down may be?

Do you want to succeed so badly that you give each task your very best, tackling it as earnestly as if all your hopes for wealth, fame and happiness depended solely upon its successful performance?

All men wish to succeed. Some are so dead in earnest they eagerly do the things necessary to succeed.

Transportation in State of Flux

One of the most encouraging signs of the times is the evident recognition that transportation is not alone a railroad question, as formerly. Transportation never was solely a railroad question, but a generation ago waterway and truck transportation facilities were negligible factors. Their remarkable development to take advantage of the splendid opportunity offered by the improved highways and the internal waterways, both constructed with public funds, has brought their competition to the fore.

The legislatures of the several states are struggling with the problem of regulating the highway carriers, with varying degrees of success. Every week we read of statutes being construed by the courts, some decisions upholding the power to regulate and others declaring discrimination against the highway carriers to be unconstitutional.

Many of the laws to control transportation agencies now being enacted have the same fault of being directed at one of the branches of transportation alone, regardless of the effect of trucking on the rail carriers, who are over-regulated and are not free to meet the competition. Only recently the Interstate Commission suspended reduced rates in the Southwest intended by the railroads to meet truck inroads on their business.

The regulatory powers are being forced to take notice of the interrelation of rail with water and highway transportation, the Interstate Commission by ordering the railroads to make joint rates with the Inland Waterways Corporation, and the Kansas Public Service Commission by making new rail and truck rates effective Oct. 7. In Kansas the state commission is giving the common carrier truck lines the same treatment as the rails, by requiring them to publish their schedules of intrastate freight rates at once and to begin using them in 30 days.

The Coolidge Com'ite, composed of the former president and four other outstanding public men, appointed to find out what is the matter with the railroads and what is to be done about it, will fail of its purpose if it neglects to weigh the effects of unrestrained subsidized competition by other transportation agencies.

The attention of the Coolidge com'ite could be directed profitably to the removal of the strait-jackets restraining railway managements from abandoning profitless trains, non-paying short lines, and from cutting the inflated wage, which must be reduced if the farmers' crops in the interior are to be moved to market. In too many instances the freight charge exceeds the destination market value, rendering movement of the commodity impossible.

Industry has so many other taxes to pay it can not bear a heavy transportation tax, and we have the answer in the diminishing volume of freight traffic. The loans of \$243,000,000 by the R. F. C. to meet railroad bond interest are no solution of the problem. These borrowings pile up the principal on which interest must be paid, in default of which the roads will come under government ownership and be operated by the taxpayers, in which case thousands of counties will lose the taxes now being collected from the railroads. Under Director General McAdoo's wasteful management the annual deficit was about a billion dollars.

The Interstate Commerce Commission has taken no notice whatever of highway transportation, and to co-ordinate all forms of transportation, legislation must be enacted by the

federal government forcing the highway common carriers to co-operate with the railroads, leaving each form of carriage full freedom in its proper sphere.

Storing Seed Corn

If every ear of seed corn was harvested at the proper time, properly stored and carefully tested before planting, millions of dollars would be added to the value of the following corn crop. This fact is demonstrated on the farms of every land-owner in the corn belt, and has been proven countless times at state experiment stations. Good farmers utilize it, and therein may be some possibility for development of a seed corn storage business for some favorably situated grain and feed dealers, at better than normal elevator storage rates.

Over 6,000 tests in 33 counties in Iowa found no case in which imported samples of seed corn were equal to that of equal quality produced in the local community. The home produced seed corn normally outyielded imported corn by nearly 20 bus., or 40%, and produced better quality. Corn must be acclimated before it gets into its best stride.

Tests at the Ohio Experiment station, supported by tests at other stations, proved that seed corn, carefully dried in the fall, will produce at least 4 bus. more to the acre than seed corn selected from the crib in the spring. On 50 acres this would mean 200 bus. more corn at the close of the following harvest season.

So, next to the selection of good quality seed from the home crop, storage is the most important factor in the controllable production of the following crop.

Some seed houses make a specialty of storing and testing seed corn for local farmers, controlling the storage conditions that promote good seed.

In storing seed corn most farmers strip back the husk from the ear, but do not tear it from the shank. By the husk they tie it up in strings, so that ears do not touch each other. These they hang up in a well ventilated place, before the freezing weather sets in, so that curing preserves the seed germs.

Seed houses put up racks convenient for tabulating each ear to facilitate testing, and control the temperature in the store room. Some of them rent these racks to farmers in the locality for storage purposes.

Many grain and feed dealers have extra warehouse space which they could readily put to such use, and could erect racks at small expense. Undoubtedly, if they talked about such space and advertised it a little in local papers, they could store seed corn at a profit.

A great deal of seed corn can be stored in relatively little space. By the string method a space 3x8 ft. will hold 200 strings of seed corn, enough to plant 200 acres. The rack method, efficiently erected to make maximum use of available space, will require little more.

After testing in the spring the excess of seed corn over the planting requirements of the farmer is conveniently purchased at the market price and moved to some further profit by the grain dealer, or he can buy and sell it as seed corn.

Since to gain maximum production seed corn must be planted within relatively short distances from the fields in which it is raised it would seem this is a perfectly feasible plan to enable grain and feed dealers to develop a little extra business and a little extra money.

Brief Filed in Board of Trade Case

A hearing is scheduled for Oct. 21 before three Circuit Court Judges in the appeal by the Chicago Board of Trade from the decision of the commission of three in the complaint by the Farmers National Grain Corporation, claiming to have been unlawfully denied membership in the Board of Trade clearing house.

The Board of Trade recently filed a brief giving three reasons why the Circuit court should set aside the Commission's ruling:

1. The order itself and all parts of the grain futures act on which it was based are unconstitutional.

2. The Board holds that the Commission was in error in acting before completion of an investigation of the grain corporation being made by the Board of Trade.

3. The grain corporation, contrary to its own contentions, is not a cooperative as defined in the Capper-Volstead act.

It is admitted that the Board of Trade has the right to investigate the affairs of its members at any time. At the time of this controversy Farmers' National had been engaged in gigantic marketing operations for over two years. Its cash grain business and future contracts where delivery and future contracts where delivery was accepted amounted to over 408 million bushels of the value of over \$244,900,000 for the period from March 1, 1930, to Dec. 31, 1931.

Hundreds of thousands of dollars were paid out by the farm board's "wonder child," the Board maintains, for good will on properties purchased when they were operating at a loss.

Agent Forging Grain Checks

R. T. Cooper, real name unknown, had charge of the elevator at DeWitt, Neb., for the Black Bros. Flour Mills Co., and wrote checks in payment for grain when in fact he had not purchased the grain. He indorsed five of these checks and deposited them in the bank to his personal credit.

He was convicted of forgery, in the district court for Saline County, and sentenced to the penitentiary. An appeal was taken to the Supreme Court of Nebraska on the technicality that the information had not mentioned the indorsements on the backs of the checks, and therefore he could not be convicted of forgery. The court held otherwise, in a decision given July 19, 1932—243 N. W. Rep. 837.

Under the Farm Board regime prices of agricultural products declined more in the United States than in other countries. From the first quarter of 1929, shortly before the creation of the Farm Board, to the end of the second quarter of 1932, according to Clement, Curtis & Co., prices of agricultural products declined as follows: United States, 57.2%; Canada, 49.2%; Argentina, 43.4%; Netherlands, 45.4%; Poland, 36.3%; Hungary, 32.8%; Italy, 34.6%; Germany, 29.8%; England, 20.8%.

Coming Conventions

Trade conventions are always worth while, as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Oct. 19. Ohio Grain, Mill & Feed Dealers Ass'n fall meeting, Deshler Hotel, Columbus, O.

Oct. 20-21, Farmers Elevator Ass'n of Nebraska, Rome Hotel, Omaha, Neb.

Nov. 4. Nebraska Grain Dealers Ass'n, Fontenelle Hotel, Omaha, Neb.

Nov. 3-4. Ass'n of American Feed Control Officials, Washington, D. C.

Dec. 6-7-8. Farmers Elvtr. Ass'n of South Dakota, Marvin Hughitt Hotel, Huron, S. D.

Feb. 21-22. Eastern Federation of Feed Merchants, Syracuse, N. Y.

Asked—Answered

[Readers who fail to find trade information desired should send query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Soybean Crop Reports

Grain & Feed Journals: We are interested in regularly receiving information about crop reports on soybeans and wonder whether your publication could not furnish us with same.—O. H. Johannsen, The Ore & Chemical Corp., New York, N. Y.

Ans.: There is no regular source of soybean crop reports other than that of the U. S. Dept. of Agriculture, Bureau of Agricultural Economics, which includes soybeans in its regular forecasts and estimates for the country as a whole, and the crop reports of several of the state boards of agriculture, which often gather information in regard to soybeans, especially in those states where soybeans are a major crop.

The Oct. 1 crop report of the Department of Agriculture shows the Oct. 1 condition report of soybeans at 79.6, compared with 82.2 last year and 80.3 for the short-time average since beginning of records on this crop. The acreage report of the soybeans grown for all purposes is given at 2,807,000 acres this year, compared with 3,058,000 acres last year and the five-year average of 2,016,000.

Soybeans are raised principally in the middle west and the southeast, the greatest volume in the states of Indiana, Illinois, Ohio, Missouri, Iowa, Tennessee and Wisconsin in about the order named. Quantities are also raised in the southwestern states, such as North Carolina, South Carolina, Alabama, Georgia and Mississippi. By far the largest producer of soybeans for commercial purposes is Illinois. Out of the total of 12,601,000 bushels of soybeans produced in 1931, 6,055,000 were produced in Illinois. The Sept. 1 estimate on production of soybeans for the country is quoted as 10,828,000 bushels, of which it is estimated that 5,313,000 bushels will be harvested in Illinois.

Dependable private sources of information are disposed to believe the government figures are low and many soybean buyers expect the Illinois crop alone to run 6,000,000 bushels or over this year.

Source of Up-to-date Mash Formulas

Grain & Feed Journals: We have installed a feed mixer and are interested in getting the best formulas for feeds. Can you advise the best source for up-to-date mash formulas for this part of the country?

Please also advise the difference between Lamon & Lee's "Poultry Feeds and Feeding" and Henry & Morrison's "Feeds and Feeding." Do they have different complete formulas on starting and growing supplements and egg mashers as well as scratch grains?—C. S. Levendoski, Pinola Cooperative Co., Pinola, Ind.

Ans.: Formulas on all kinds of feeds are available from a large number of sources. Individual firms selling concentrates supply them, books are published on them, and practically every state college in the country has developed them.

We may suggest Purdue University for Indiana conditions. Among other leading poultry states are Ohio, Illinois, Iowa, Missouri and New York. The state colleges of any of these are well stocked with a variety of formulas for varying conditions.

Outstanding among the feed formula books available is the "Feed Trade Manual," which contains a wide variety of starting, growing, laying and fattening mashers for poultry.

Lamon & Lee's "Poultry Feeds and Feeding" is a treatise covering the principles of feeding poultry. It gives a description of the feedstuffs used in poultry mashers and scratches, practical information on the methods of feeding birds from the hatching period up, and an appendix that includes a number of laying rations recommended by experiment stations. There is no question but what this volume would give most of the information needed for formulating poultry feeds, providing poultry feeds are the only interest.

Henry & Morrison's "Feeds and Feeding" is often referred to as the bible of the feed trade. This 770-page volume is devoted principally to dairy cattle, beef cattle, hogs, sheep, horses and mules, with poultry considered as a sideline in the feeding business. It is thoro in its

discussions of the various classes of feed ingredients and what they will accomplish with each class of livestock. Complete information is given therein regarding digestible nutrients of each grain, forage and concentrate.

Grain & Feed Journals merchandise department stocks all three books, as well as a wide variety of other feeding books to suit the demands of the feed trade.

Availability and prices of grains and ingredients in the particular community where they are to be made up into feeds is an important factor in their selection, because they materially affect the profits to be made. Hence a careful study of the principles of feeding practice, as outlined by such authorities as the volumes mentioned, form the basis for selection of economical ingredients and a profitable business.

Delivery Without B/L

Grain & Feed Journals: Our bank cashier here claims if I have another dealer load me a car of buckwheat, and consign car to myself at Baltimore, Md., for example, that I have no right to wire the B. & O. freight-agent, whom I deliver the car to, upon arrival of car.

In order to protect myself, when drafts are slow coming thru, I wire the delivery order, in order that the agent at destination may know whom to deliver the car to, and in order to avoid trouble or demurrage at destination.—Ray W. Wills, Confluence, Pa.

Ans.: If the railroad company carries out the instructions and thereafter some difficulty arises with the party who loaded the car, the party who loaded the car can recover damages from the railroad company for conversion.

The parties named in the B/L have sole power to control shipment by diversion, reconsignment or otherwise, and retain this authority until transfer of the B/L, each rightful possessor of the B/L having this authority in turn.

The railroad companies, however, are glad to facilitate the handling of shipments without the production or surrender of the B/L when the receiver will give a bond to protect the carrier. Some of the larger concerns have a general bond under which the railroads are so well protected that they will permit the receivers to handle shipments as they see fit, without production of the B/L.

Railroad companies are not expected to check up on the payment of sight drafts to get authority to change delivery when the B/L is not presented. No trouble will be experienced in obtaining the desired delivery to the final buyer, if the latter is sent the B/L thru the medium of bank collecting the draft.

Instead of wiring the carrier at destination to deliver the shipment the desired information could be conveyed by stating the named party is to be "notified." To attempt to do more than this may lead to trouble if draft is not paid.

Measure of Damages for Delay in Transit

Grain & Feed Journals: We are having some difficulty with the railroads in collecting claims for delay in transit. These claims have all been based on the market value of the grain on the day it should have arrived in Pittsburgh as against the value on the day it did arrive.

Pittsburgh is not an actual consuming market but all grain is brought into this market for resale. Naturally, when the cars arrive, Pittsburgh dealers are compelled to resell their goods on the basis of the market price and the cars are reconsigned to the east on the basis of the thru rate of freight, from point of origin to destination.

The carriers are now declining our claims, stating that since we reconsign on the basis of the thru rate we are not entitled to a delay in transit into Pittsburgh, which leaves us without any chance to make up our differences for

their delay into the Pittsburgh market. These claims have all been paid prior to this time on the basis of the old McCaull-Dinsmore decision.

Can you advise us what action we can take against the carriers without entering suit?—Geo. E. Rogers & Co., Pittsburgh, Pa.

Ans.: This contention is a mere quibble on the part of the claim agents to get out of paying just claims. The court ruling that the amount of loss due to delay in transit must be calculated on the difference in the market price on the day the shipment arrived and the day it ought to have arrived does not mean ultimate unloading point.

The fact is that the loss to the Pittsburgh dealer accrued by the delay into Pittsburgh, which was the market in which sold, altho reconsigned to the East. When the grain is sampled, inspected, graded and weighed for the purpose of sale at a certain market that constitutes the destination for the purpose of determining market value and the damages on account of delay.

As to what action to take with the carriers to persuade them to return to the proper method of calculating the loss, it seems best to reason with them, or to interest the organized grain trade in a protest.

Landlord's Lien v. Mortgage?

Grain & Feed Journals: A tenant gave a mortgage on corn in crib to the National Corn Credit Corporation. The crib was sealed.

The landowner proceeded in court against the tenant in distress for rent, got judgment and advertised sale of the corn.

Is landowner likely to get into difficulties in breaking this seal if he proceeds with sale? The crib is needed almost at once for new corn.—Kewanee Farmers Co-operative Elevator Co., Kewanee, Ill.

Ans.: The landlord's lien is superior to the claim of the mortgage and the Credit Corporation is in no position to resist the legal process instituted by the landlord to satisfy his lien. Sealing of the crib does not give the Credit Corporation any better title to the corn than if it was unsealed, and does not invalidate a landlord's lien. What is left after satisfaction of landlord and thresherman goes to mortgagee.

22 Miles with Caterpillars

As difficult to move as anything of its size is a 20,000 bu. elevator, built of cribbing, and set on a foundation to withstand the vigorous winds of the Northwest. This was the task given J. H. Fisch & Co., when the Great Western Grain Co., of Minneapolis, wanted its elevator at Troy, S. D., moved to Revillo, 22 miles away.

Maybe it wasn't 22 miles as a crow flies, but that is what the mileage was over the route that had to be followed. The intervening distance is cut by three small creeks and a number of long hills, which constituted difficult problems for the movers. The move was made almost entirely thru fields, which saved blocking of the public highways with the 125 ton, 26x28 ft. structure that towers 86 ft. into the air.

An average pace of a little over two miles a day was maintained, tho three bridges had to be built over creek beds to reach the destination. The big caterpillar tractors chugged merrily along and made light of their task. In 10 days from the time the elevator was boosted up with jacks and supplied with wheels, it was settled over its new location, and work was begun on building the new foundation, and repairing such damage as the building had suffered.

Improved conditions in the grain territory surrounding Revillo leads the Great Western Grain Co. to expect better business than the elevator enjoyed at Troy, and Manager Wm. Wentzlaff is righteously proud of his new location.

See illustration on outside front cover page.

Cotton production loans have been liberalized by the Dept. of Agriculture, as announced Oct. 5, by accepting cotton as collateral at 9c per pound, which is above the market price.

Letters from the Trade

[The grain dealers' forum for the discussion of grain trade problems, practices and needed reforms or improvements. When you have anything to say of interest to members of the grain trade, send it to the Journals for publication.]

High Rail Rates Diverting Traffic to Trucks

Grain & Feed Journals: I note a statement in the Journal that freight rates should be lowered because commodities in general have fallen 34 per cent since 1913. This is even more true in Texas, where freight rates are 50 per cent higher than they were in 1913. This has been called to the attention of the public by Mr. Blewett, sec'y of the Texas Grain Dealers Ass'n. We believe the Journal published his statement, recently.

In 1916 we could transport corn and oats from Amarillo, Tex., to Galveston for 15c per cwt. The wheat rate was 17½c per cwt., against the present rate of 29½c and 33c. Oats are selling for 10c and 12c per bushel; corn at 15c to 20c and wheat about 35c f.o.b. shipping point.

As a result of these high freight rates, a tremendous amount of tonnage is being carried by trucks.—Doggett Grain Co., Dallas, Tex.

Prevent Unfair Competition by Trucks

Grain & Feed Journals: To elevator owners, especially those located in the eastern half of the state, the trucking of grain from the producer to the consumer is a real menace and unless something is done, these properties will be of little value. Evidently, the producer does not appreciate your keeping open house the year around to take care of grain when he has it to offer.

Few, if any, branch lines are paying cost of operation and the carriers are petitioning the P. S. C. in this and other states, to discontinue the lines and remove the rails. The Santa Fe has lately petitioned the Commission to discontinue the branch line from Colony to Yates Center, a distance of twenty-one miles, and it is reported that other lines will petition the Commission to discontinue other branch lines which are not paying cost of operation. Should the Commission grant the prayer of lines making request, what will be the result? Taxes will be increased to make up the taxes now paid by the carriers; town property values will be cut in half and the small towns located on these lines will cease to exist. This has proven the case on two lines of road discontinued in eastern Kansas.

The question is: can we get along without the railroads? Can the railroads continue to exist without patronage? If the railroads are to continue in business, they must be allowed reasonable compensation for the service rendered and if not allowed this, they will probably be turned over to the government.

Do we want government ownership of railroads? Who will pay the taxes now paid by these roads? Bear in mind that taxes paid now by the carriers maintain our schools. We had a trial of government operation of railroads during the world war. You have not forgotten the result! I hold no brief for the railroads and believe that they made a serious mistake in not meeting truck competition four years ago. I think you realize that something must be done, and that soon, to force the truck carriers to pay their proportion of the expense of maintaining roads.

Nearly one-fourth of the contract carriers registered in Kansas paid nothing whatever on the state tonnage tax. Another group, 40%, has paid less than \$10 per vehicle, the tax for operation for one year of a Ford or Chevrolet

truck traveling 4,000 miles. Ten dollars does not represent adequate payment for the use of the state highways by those carrying on a contract hauling business.—E. J. Smiley, sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

Merchandising Competition by County Agents

Grain & Feed Journals: Quoting from a statement of the Sec'y of Agriculture in 1922 regarding farm advisers:

"As they are public teachers it is not a part of the official duties of extension agents to perform for individual farmers or for organizations the actual operations of production, marketing or the various activities necessary to the proper conduct of business or social organizations. They may not properly act as organizers of farmers' associations, conduct membership campaigns, solicit membership, edit organization publications, manage co-operative business enterprises, engage in commercial activities, act as financial or business agents, nor take part in any of the work of farmers' organizations or of any individual farmer which is outside of their duties, which are defined by the law and by the approved projects governing their work. They are expected, however, to make available to organizations such information as will help them and contribute to the success of their work."

Local dealers suffering from this form of government subsidized competition in merchandising can put a stop to it by advising the U. S. Dept. of Agriculture of the facts, addressing Geo. E. Farrell of that Department, at Washington.—W. E. Culbertson, sec'y Illinois Grain Dealers Ass'n, Delavan, Ill.

The Chinese Wheat Sale

Grain & Feed Journals: Different interests connected with the wheat business at Portland stated that talk of the Chinese sale had shut off all country sales. Exporters, on account of difficulty in securing supplies, are not booking any forward orders.

If the agitation for the sale is carried on for any length of time without promise of success it will completely stop all export of wheat and a much more serious situation will exist. Then we will have not only Canadian, but Argentinian and Australian competition for the bulk of our export business.

Whatever is the plan, it should be put to test immediately. First, definite assurance should be obtained from the Reconstruction Finance Corporation that it will accept the security offered. Second, to guarantee the supplies needed, growers should sign pledges and not petitions. I seriously doubt that farmers will sign the amount of wheat necessary to put this deal thru on the scale planned and on the plan outlined.

This should be put immediately to the test. There is a vast difference between signing a petition and signing a pledge.

If this matter drags along a month or two and does not meet with ultimate success and if there should be no improvement in the market, and if Argentine and Australia should market a crop in line with the present prospects in those countries, it is probable that we would have serious difficulty in disposing of our supplies of wheat.—F. Lowden Jones, pres. Pacific Northwest Grain Dealers Ass'n.

Low Bids on Iowa Corn?

Grain & Feed Journals: Has No. 4 corn been purchased at Iowa or Illinois stations prior to Oct. 1 at 15 cents per bushel net to the farmer, since last February?

I made a wager Feb. 8 that this price would be paid for corn before Oct. 1.—E. H. Anschutz, Long Grove, Ia.

Ans.: A Chicago commission merchant sold a car of corn, that had been bought before Oct. 1 in Iowa, at 26.75c, which, after deducting 11.5c freight, left 15.25c for the country shipper, or 14.25c Chicago, net. As the shipper must have taken a margin of 1 to 2 cents, the price to the farmer net must have been less than 15 cents.

Making Farm Tariffs Effective

Grain & Feed Journals: Out of the maze of proposals and discussion surrounding this subject three propositions are generally accepted as true. First, that tariffs are ineffective on commodities produced in exportable surplus; second, that if existing tariffs on farm products could be made effective it would be the economic salvation of agriculture; and third, a way must be found to do it.

Many plans have been proposed, to all of which there have been raised more or less valid objections. These objections were voiced by President Hoover in his recent speech of acceptance as: curtailing the liberties of the farmer, creating more bureaucracy, and leading to ultimate collapse.

The plan is: *Tax the sale by the grower enough to pay the exporter a bonus equal to the sum of the tariff plus the tax.*

Essentially this is a bonus on exports paid by a tax on production. It is workable because the exported surplus on which the bonus is paid is only a small percentage of the total production on which the tax is collected. The amount of the tax would be that percentage of the bonus which the exported surplus bears to the total production. The effect would be that the domestic market price would immediately become equal to the world price plus the bonus (less transportation).

The grower when marketing his crop would get this world-price-plus-bonus from which he would pay his small sales tax and have the amount of the tariff net in addition to what he would otherwise have gotten.

In the case of wheat, assume a 10% export and a 42c per bu. tariff, the tax would be approximately 4.6c and the bonus approximately 46.6c per bu. Now if wheat were 60c Liverpool and 55c Chicago the exporter would bid 60c (world price) plus 46.6c (bonus), total \$1.066 for wheat delivered at Liverpool. This, less transportation, would be \$1.016 per bu. Chicago, from which the tax of 4.6c would be deducted leaving the grower 97c per bu. net in Chicago, or 42c (the existing tariff) more than he is now getting.

A fair price to the farmer for his products would at once increase his buying power and the buying power of his creditors and tradesmen and they in turn would all begin to purchase the products of industry and this depression would soon be over.—R. A. Caswell, Cherokee, Ia.

The Federal Farm Board has only a few hundred thousand bushels of cash wheat, says Carl Williams, vice chairman, that could be sold for export, and no export deals are in prospect. If the members of the Farm Board would tell the same story and stick to it, the producers would have more confidence in what they say.

The Alberta wheat pool recently made the final payment on wheat delivered to the 1931-32 voluntary pool. The total net payment made on wheat delivered to the pool on the first 5 grades ranged from 57.7 cents for No. 1 hard and 56.4 cents for No. 1 northern to 48 cents for No. 4 northern, all basis in store Vancouver. The average freight rate to Vancouver from Alberta points is 21 cents per bu.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Falls City, Neb., Oct. 8.—We have a big corn crop this year, and a large acreage. Wheat was a good crop but small acreage.—City Fuel Co., J. C. Norris.

Dothan, Ala., Sept. 19.—Here at Dothan we have one of the best crops of corn in years, just starting to come to market, which we are making into hoecake meal, which makes Dixie cornbread.—J. J. Daring, Grain & Feed.

Baltimore, Md., Oct. 8.—There is a scarcity in Baltimore of good timothy hay, and with the nearby crop short, it is believed local hay merchants will have to look to the West this season for their needed supplies.—R. C. N.

Springfield, Ill., Oct. 5.—There was mostly good weather during the past week for finishing the corn crop. All is now safe and husking is under way. Wheat is being seeded in some areas. Frosts were reported; no damage.—Clarence J. Root, meteorologist, Dept. of Ag.

Decatur, Ill., Oct. 1.—Soil is in excellent condition to receive the seed wheat; this work is progressing rapidly. Soy bean harvest on in full blast; yields reported so far 15 to 40 bus. per acre, general quality good, oil content around 20%; prospects good for an increased acreage next year.—H. I. Baldwin & Co.

Spring Wheat 264,000,000 Bus.

Chicago, Ill., Oct. 3.—Spring wheat (including durum) yield per acre is reported at 11.9 bushels compared with the ten-year (1922-1931) average of 12.7 bushels. Indicated yield on the official 22,169,000 acres gives a crop of 264,000,000 bushels compared with the five-year (1927-31) average of 251,700,000 bushels. In million bushels, No. Dakota has 105, So. Dakota 48, Minnesota 17, Montana 43, Pacific Northwest 37.

The condition of corn is reported at 74.3 per cent of normal which indicates a yield per acre of 26.75 bus. and a production of 2,904,000,000. Ten-year average 27.2. Five-year average production is 2,625,000,000 bus. Last year's crop was officially estimated at 2,563,000,000 bus. and the September 1932 forecast was 2,854,000,000 bus. In million bushels Ohio has 120, Indiana 170, Illinois 368, Wisconsin 79, Minnesota 168, Iowa 516, Missouri 194, South Dakota 84, Nebraska 276, Kansas 133, Kentucky 67, Oklahoma 64, Texas 110.—R. O. Cromwell, statistician Lamson Bros. & Co.

Winter Wheat Acreage Reduced

Chicago, Ill., Oct. 1.—While it is too early to estimate the winter wheat acreage for the 1933 crop, it is the opinion of our correspondents that the acreage planted will be approximately 6 per cent less than that planted last year—or about 37,500,000 acres.

Spring wheat crop of 253,593,000 bus., including durum is indicated by our returns. This is very little change from our report of 250,976,000 last month. Our reports indicate that the government is too high on their estimate of North Dakota and Montana crops. For three months, our reports have continued to point to lower crops than the government for those two states.

Our final estimate on winter wheat was 453,000,000. A total crop of 707,000,000 bushels is indicated by our reports. This is our final 1932 wheat crop estimate.

Corn: Indicated crop 2,881,329,000 bus., compared with our estimate of 2,869,574,000 and the government 2,854,000,000 last month. Last year 2,563,000,000 bus. were harvested.

Oats: Indicated crop 1,232,894,000 bus., compared with our estimate of 1,229,555,000. Last year 1,112,000,000 bus. were harvested. This is our final estimate of the 1932 oat crop.—E. H. Miller, statistician, Jas. E. Bennett & Co.

Beans of the 1932 crop are to be held for \$2.50 per hundred pounds under an agreement of 500 farmers from counties near Corunna, Mich., who met recently and authorized the appointment of a com'te of 7 with Jas. N. McBride as chairman to work out plans for the holding campaign. Many elevator men present urged the farmers to keep the beans at home out of sight.

A Large Corn Crop

Chicago, Ill., Oct. 3.—Corn prospects suggest a crop of 2,920,000,000 bus. A month ago our forecast was 2,915,000,000 bus. Crop last year was 2,563,000,000 and the average of the preceding five years 2,513,000,000 bus. The large crop forecast is due partly to a moderately higher condition than the average, and partly to a large acreage planted. The condition is 74.7% of normal, compared with a ten-year average of 72.7 on Oct. 1; and the indicated yield per acre is 26.9 bus., compared with a ten-year average of 26.3 bus. The acreage, 108,609,000, is 7.3% larger than the average of the past ten years. The largest crop ever produced was 3,208,584,000 bus. in 1920, when the yield per acre was the record at 31.5 bus.

Spring wheat yield per acre is estimated to be 12.0 bus., compared with a ten-year average of 12.6 bus. The total production is computed as 265,000,000 bus. on the basis of the government acreage of 22,167,000 acres. We regard this acreage figure rather high, but are using it, as is customary, but tentatively. A month ago our forecast was 265,000,000 bus., the same as our present estimate. Crop last year was 105,000,000 bus., and the average for the preceding five years 271,000,000 bus.—Nat C. Murray, statistician Clement, Curtis & Co.

If government competition is to cease business men must not call on the government for services which they can perform for themselves, is the final recommendation by a special com'te of the Chamber of Commerce of the United States, declaring that in all cases of government activity in business the true costs should be ascertained and published and unfair practices guarded against.

Corn Movement in September

Receipts and shipments of corn at the various markets during September compared with September, 1931, in bushels were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	44,863	50,693	.....	.....
Boston	2,300	2,300	.....	.....
Chicago	11,898,000	2,937,000	8,151,000	3,174,000
Cincinnati ..	172,500	100,500	150,000	85,500
Duluth	4,611	15,174	.....	139,256
Ft. William...	9,977	.....	11,374	2,143
Fort Worth...	84,000	180,000	27,000	13,500
Hutchinson...	.....	3,750	.....	.....
Indianapolis	1,420,500	1,138,500	1,065,000	1,177,000
Kansas City..	697,500	664,500	76,500	186,000
Los Angeles..	351,000	256,500	.....	.....
Milwaukee ..	955,090	347,800	174,625	145,750
Minneapolis..	933,520	397,250	151,450	230,520
New Orleans..	509,269	29,034	48,127	34,136
Omaha	897,400	449,400	611,800	389,200
Peoria	1,122,100	712,800	329,850	493,950
St. Joseph...	318,000	259,500	144,000	225,000
San Francisco	230,605	25,715	.....	.....
Seattle	24,000	108,000	.....	.....
Superior	9,415	10,751	.....	67,041
Toledo	158,750	52,500	35,405	8,335
Wichita	13,000	7,800	1,300	.....

Government Crop Report

Washington, D. C., Oct. 10.—The U. S. Dept. of Agriculture makes the following forecasts and estimates:

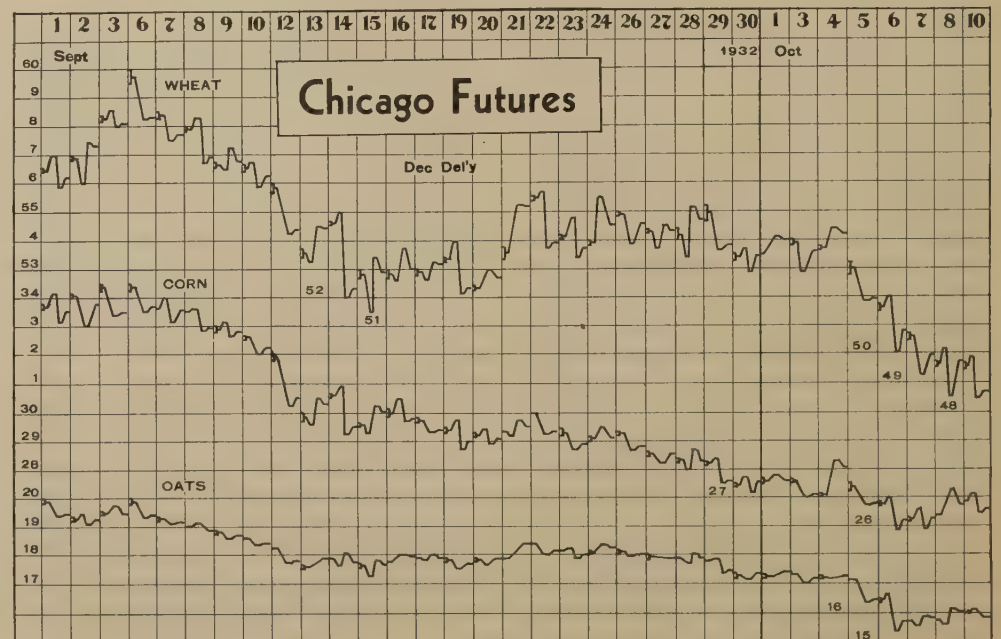
Crop.	Condition—		Total production in millions.	
	Oct. 1, 1931.	Oct. 1, 1932.	1931.	1932.
Corn, bu.....	71.4	77.2	2,563	2,885
Winter wheat, bu. ....	.....	.....	789	442
Durum wheat, 4 states, bu.....	.....	.....	18	43
Other spring wheat, U. S., bu.....	.....	.....	86	227
All wheat, bu.....	.....	.....	894	712
Oats, bu.....	.....	.....	1,112	1,265
Barley, bu.....	.....	.....	198	313
Rye, bu. ....	.....	.....	32.5	42.5
Buckwheat, bu... 77.3	65.1	8.9	7.1	7.1
Flaxseed, bu..... 41.4	48.0	11.1	13.2	13.2
Rice, 4 states, bu. 81.1	79.0	45.2	37.7	37.7
Grain sorghums, bu.	70.3	68.4	105	116
Hay, all time, t'ns ....	.....	.....	64.2	68.5
Hay, wild, tons.....	.....	.....	8.1	11.4
Hay, all clean, timothy, tons.....	.....	.....	27.4	26.0
Hay, alfalfa, tons.....	.....	.....	21.0	26.4
Beans, dry, 100 lb. bags.....	.....	.....	12.7	10.2
Soy beans..... 82.2	79.6	.....	.....	.....
Cowpeas 76.5	67.3	.....	.....	.....
Broomcorn .....	.....	.....	44.6	34.7

The reply of Peter B. Carey, president of the Chicago Board of Trade, to the attack of Senator Capper against the Chicago Board for refusal to admit to its membership the Farmers National Grain Corp., appeared in a news-reel film at Kansas City recently and also in the Chicago theatres.

Oats Movement in September

Receipts and shipments of oats at the various markets during September compared with September, 1931, in bushels were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	29,150	58,841	.....	.....
Boston	44,850	30,400	.....	.....
Chicago	2,100,000	2,452,000	3,000,000	1,653,000
Cincinnati ..	226,000	182,000	174,000	152,000
Duluth	676,487	285,097	.....	.....
Fort William	1,303,117	1,699,462	2,348,110	1,069,467
Fort Worth...	94,000	86,000	70,000	8,000
Galveston ...	.....	.....	61,250	.....
Indianapolis	1,418,000	1,164,000	1,430,000	1,110,000
Kansas City..	132,000	358,000	44,000	78,000
Los Angeles..	56,000	54,000	.....	.....
Milwaukee ..	168,720	179,625	68,000	144,000
Minneapolis..	2,925,090	831,490	236,030	263,520
New Orleans..	78,341	54,881	89,826	70,289
Omaha	280,000	252,000	66,000	118,000
Peoria	177,600	246,600	242,800	102,600
St. Joseph...	266,000	276,000	48,000	62,000
San Francisco	12,500	4,562	.....	.....
Seattle	148,000	50,000	.....	.....
Superior	464,891	171,264	2,843	5,594
Toledo	1,009,070	557,690	543,400	307,670
Wichita	1,500	3,000	.....	1,500



Barley Movement in September

Receipts and shipments of barley at the various markets during September compared with September, 1931, in bushels were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	6,769	4,834		
Chicago ...	376,000	489,000	77,000	87,000
Cincinnati ...		3,200		
Duluth ...	888,294	352,039	477,000	173,849
Fort William ...	1,899,600	1,054,600	1,026,517	33,831
Fort Worth ...	41,600	17,600	1,600	12,800
Hutchinson ...	2,500	13,750		
Kansas City ...	67,200	174,400	28,800	166,400
Los Angeles ...	256,000	219,200		
Milwaukee ...	919,980	1,686,362	165,850	213,900
Minneapolis ...	2,374,540	1,797,450	1,010,600	1,442,650
New Orleans ...		3,200		
Omaha ...	17,600	40,000	6,400	44,800
Peoria ...	135,800	3,018,800	63,000	65,800
St. Joseph ...	1,750	5,250	5,250	
S. Francisco ...	1,047,582	580,250		593,500
Seattle ...	33,600	62,400		
Superior ...	272,625	191,071	199,000	110,666
Toledo ...	1,200	9,600		1,255
Wichita ...	2,600	18,200		

Farm Mortgage relief was promised Oct. 6 by Gardner Cowles, a director of the R. F. C., by backing agencies that will loan to farmers, whose banking connections have no funds.

Postage on letters may be reduced to 2c, the House post office subcommittee having unanimously voted for the restoration of the old rate on first class matter. It was found that the 1c tax caused a falling off in the volume of first class mail. Our lawmakers can not force everything on the taxpayers and make them like it.

Wheat Held by Stabilization Corporation

As of Sept. 6, 1932, the wheat holdings of the Grain Stabilization Corporation in bus. were: Buffalo, 6,897,325; Chicago, 2,902,478; Duluth, 4,944,409; Kansas City, 2,674,118; Minneapolis, 13,673,602; Omaha, 2,816,943; St. Joseph, 471,816; St. Louis, 1,505,602; St. Paul, 1,311,936; Canada, 9,718,211; Small lake ports, 1,469,135; Gulf, 1,467,113; Boston, 551,797; New York, 1,218,334; Newport News, Norfolk, 615,377; Philadelphia, 2,622,188; Portland, 971,767; Baltimore, 3,035,192; Interior elevators, 4,411,331; Mills, 2,343,073; Boats, 709,320; in transit, 350,350; total, 66,681,327. Of the above total, 51,617,821 bus. were held for Red Cross account, 6,617,821 bus. being held over from the first appropriation. Open sales were reported to be 6,799,501 bus., while a total of 6,769,304 was held against the "coffee" barter with Brazil and yet to be shipped. The total left available for sale by these figures was 1,494,701 bus.

Wheat Movement in September

Receipts and shipments of wheat at the various markets during September compared with September, 1931, in bushels were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	55,925	598,493	198,319	728,010
Boston ...	3,710	1,333		
Chicago ...	1,279,000	2,112,000	1,129,000	3,634,000
Cincinnati ...	326,400	451,200	496,000	692,800
Duluth ...	12,831,148	4,910,906	7,297,800	4,180,752
Ft. Will'm ...	51,457,550	18,709,579	36,930,216	16,011,568
Ft. Worth ...	1,254,400	1,211,000	463,400	627,200
Galveston ...			328,500	2,333,728
Houston ...				272,000
Hutchinson ...	2,452,950	5,543,100		
Indianapolis ...	270,000	340,000	414,000	140,000
Kan. City ...	5,262,400	8,729,600	3,561,940	8,452,565
Los Angeles ...	420,000	511,000		
Milwaukee ...	248,835	2,396,240	532,087	1,342,745
Min'polis ...	11,996,460	9,465,960	4,461,180	3,704,320
New Orleans ...	32,369	546,551	129,438	156,854
Omaha ...	1,411,200	2,835,200	805,000	2,303,000
Peoria ...	123,600	284,400	170,400	60,000
St. Joseph ...	513,600	1,104,000	420,800	400,000
S. Francisco ...	347,600	284,100		
Seattle ...	1,509,200	1,335,600		
Superior ...	5,361,018	3,240,454	5,287,871	3,289,383
Toledo ...	1,829,630	908,600	428,350	198,530
Wichita ...	1,711,500	3,301,500	1,126,500	2,317,500

Rye Movement in September

Receipts and shipments of rye at the various markets during September compared with September, 1931, in bushels were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	4,611	8,577		
Boston ...	2,925	2,975		
Chicago ...	25,000	566,000	226,000	46,000
Cincinnati ...	32,200	18,200	16,800	9,800
Duluth ...	231,629	34,777	376,000	462,251
Fort William ...	288,098	192,586	350,202	916,105
Fort Worth ...		1,500		
Indianapolis ...	1,500	4,500	1,500	7,500
Kansas City ...	19,500	16,500	16,500	27,000
Los Angeles ...	4,500	3,000		
Milwaukee ...	10,220	9,000	16,775	6,100
Minneapolis ...	710,980	642,100	180,450	191,680
New Orleans ...	6,545			
Omaha ...	67,200	7,000	37,800	7,000
Peoria ...	4,800		4,800	
Seattle ...	4,500	3,000		
Superior ...	157,106	31,503	383,673	107,643
Toledo ...	7,200	2,400	2,140	3,010

Pecan nuts deteriorate in quality when carried over from one year to another, and dealers never made it a practice to hold the nuts, but the government pecan nut pool on Apr. 26, 1932, had \$125,899 worth of 1930 pecans on hand, besides \$298,740 worth of 1931 nuts. Thus government uses taxpayers' money to encourage disorderly marketing. Holding large surplus stocks of nuts in public storehouses does not boost the price offered for nuts of the new crop as the meddlers should know.

Daily Closing Prices

The daily closing prices for wheat, corn, oats, rye and barley for December delivery at following markets for the past two weeks, have been as follows in cents per bushel:

	Wheat											
	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 3.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 10.	Oct. 11.	Oct. 12.
Chicago	54½	53¾	53¾	54	53½	54½	51½	50½	49½	49½	48½	49½
*Winnipeg	47½	46¾	46½	46¾	46¾	46¾	46¾	46¾	46	45¾	45¾	45¾
*Liverpool	56½	56½	56½	56½	56¾	57	56½	56	55½	55½	54½	55½
Kansas City	48½	46¾	47½	47½	47½	47½	45¾	44¾	43¾	43¾	42¾	43¾
Minneapolis	53½	52¾	52¾	52½	52½	52½	51½	49¾	49¾	49¾	48¾	49
Duluth, durum	47½	47½	46½	46½	46½	47	44½	43½	43	43	42½	43¾
Omaha	47½	46½	46½	46½	46½	47	45	43¾	42¾	42¾	41¾	42¾
St. Louis	54½	53¾	53¾	53½	53½	54½	52	50½	50	49¾	48¾	49¾
Milwaukee	54½	53¾	53¾	53¾	53¾	54	51½	50½	50	49½	48¾	49¾
	Corn											
	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 3.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 10.	Oct. 11.	Oct. 12.
Chicago	28¾	27½	27½	27½	27	28	26¾	26½	26½	26½	26½	27
Kansas City	26½	25¾	25¾	25¾	25¾	26¾	25½	24¾	25¾	25¾	25¾	25¾
Omaha	21¾	21	21	21	20¾	21¾	20½	20	20	20½	20½	21
Milwaukee	28¾	27¾	27¾	27½	27	28	26¾	26½	26½	26½	26½	27
	Oats											
	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 3.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 10.	Oct. 11.	Oct. 12.
Chicago	17¾	17¾	17¾	17¾	17¾	17¾	16½	15¾	15¾	16	15¾	16½
Winnipeg	24½	23½	23½	24	23¾	23¾	22¾	22¾	23½	22¾	22¾	22¾
Minneapolis	16	15¾	15¾	15¾	15¾	16	14¾	14¾	14¾	14¾	14¾	14¾
Milwaukee	17¾	17¾	17¾	17¾	17¾	17¾	16½	15¾	15¾	16	15¾	16½
	Rye											
	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 3.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 10.	Oct. 11.	Oct. 12.
Chicago	36	35	34¾	35½	35½	35¾	33¾	33	32½	32¾	31¾	32½
Minneapolis	32¾	31¾	31¾	31¾	31¾	31¾	30¾	30¾	29¾	29¾	29¾	29¾
Winnipeg	33¾	32¾	32¾	32	31¾	31¾	30¾	30¾	30¾	30¾	30¾	30¾
Duluth	32¾	32¾	32	32½	32¾	33½	32½	31	31	30½	30½	31½
	Barley											
	Sept. 28.	Sept. 29.	Sept. 30.	Oct. 1.	Oct. 3.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 10.	Oct. 11.	Oct. 12.
Minneapolis	22¾	22¾	22¾	22½	22	22½	21¾	20¾	20¾	20¾	20¾	21¾
Winnipeg	27¾	27¾	27¾	27	26¾	26½	25	25¾	25¾	25¾	25¾	26

*Deduction made on wheat only for depreciated currency.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Kansas City, Mo., Sept. 26.—Public elevator stocks of wheat reached a new high record in the history of this market at 41,657,194 bus. on Sept. 19.

Baltimore, Md., Oct. 8.—A full cargo of No. 2 hard wheat (265,066 bu.) was shipped by the Grain Stabilization Corp. from Baltimore, Oct. 5, to Brazil.—R. C. N.

Chicago, Ill., Oct. 1.—The first car of new corn was received at Chicago today, coming from central Illinois to J. H. Dole & Co. It tested 51.8 pounds, with 25.8% moisture, graded sample yellow and sold at 20c, while another car in Peoria sold at 19½c. Last year the first car was received from Illinois on Oct. 1 and sold at 22c, having 22% moisture.

Kansas City, Mo., Oct. 4.—For the first three months of the crop year the Kansas department inspected 12,359 cars with an average protein of 12.84% and the Missouri department 5,103 cars with an average of 12.23%. Both departments have tested 17,462 cars, with an average protein content of 12.66%, compared with 11.82% on 36,502 cars in the same period last year.

Decatur, Ill., Oct. 1.—Corn growers held off selling until their cribs had to be emptied of the 1931 crop to make way for 1932 production. We do not argue from this situation that a large early movement of new corn to market is likely; some is being fed on the farms and with favorable weather, shucking should be in progress last half of October.—H. I. Baldwin & Co.

Mercer, Mo., Sept. 30.—We haven't shipped a carload of grain of any kind this year. The wheat crop was a failure. We had a large crop of corn and oats but the price is so low and freight rates so high the trucks have taken all the business in these two grains, as well as the coal business. Farmers are in bad shape; collections no good and business slow.—Alley Grain Co.

Spokane, Wash.—According to the report given by F. Lowden Jones, chairman of the grain, flour and mill products division, at the Pacific Northwest Advisory Board meeting, held in this city Sept. 9, the actual loading of all grain for October, November and December, 1931, was 10,071 cars, and the prospective loading of all grain for the same months of 1932 is put at 8,545 cars.—F. K. H.

Wheat Market Forecast of Kansas College

The Kansas State College of Agriculture in the forecast issued Oct. 3 states that:

Cash wheat prices give some promise of October advances over September tops, after which declines toward the end of the month may take place. The better quality wheat is likely to advance most rapidly and hold up best. Best No. 2 hard wheat at Kansas City has made its low price for October during the first 10 days of the month in 14 of 21 years, while low grade No. 2 has reached its October low price during the first 10 days of the month in only 7 of 21 years. Low grade No. 2 has made its October high price during the first 10 days of the month in 12 of 21 years while best No. 2 has made its high price for October most frequently in the middle 10 days of the month.

Canada is our keenest competitor in the export market just now. The next period during which Winnipeg cash prices most frequently advance is the second 10 days of October. Since 1910 there have been 11 advances against 7 declines in the second 10 days of October. October is also a month in which Liverpool cash prices frequently show some seasonal advance.

On the other hand, late October advances in cash wheat at Kansas City have been confined largely to years such as last year when red winter wheat prospects were rapidly declining. Since 1910, best No. 2 cash wheat at Kansas City has been higher during the first 10 days of November than during the first 10 days of October 6 times compared with 14 times when it was lower.

A Gravity Flow Problem Solved

A problem in moving grain by gravity between a cribbed elevator and a new concrete annex was complicated for the contractors because the 30,000 bu. cribbed elevator of the Farmers Grain Co., at Pekin, Ill., sets on a cut above the railroad tracks. The annex had to be built on available land on a lower level, between the old elevator and the switch track.

Building a high cupola on the annex permitted running spouting from the top floor to the lower floor of the cupola of the old elevator; and from the top floor of the cribbed elevator to the lower floor of the concrete cupola. Setting distributors on the lower floors of each of the cupolas made it possible to co-ordinate the handling of grain between the two structures with minimum cost and effort, tho all receiving and shipping of grain is done from the old house.

Building a concrete annex necessitated bringing the old cribbed elevator up to date. This was done by rebuilding the dump sinks, rebuilding one leg and extending the other, installing anti-friction bearings, so that the handling capacity could be stepped up without increased power costs, and by putting in a new Western sheller and a new No. 32 Western cleaner.

The south leg was entirely removed so that it could be put in the annex, and was replaced with a new ear corn leg. This was fitted with a 15 in. rubber covered cup belt and 14x7 in. ear corn buckets, a Western roller bearing boot, and roller bearings on the head shaft. The leg is driven by a 7½ h.p. enclosed motor that transmits its power thru a V belt drive to a counter shaft, thence by roller chain to the head shaft. The drive is fitted with a back-stop.

Extension of the shaft that carries the boot pulley, so it could be fitted with a sprocket wheel, was the means of furnishing power for a Western ear corn drag and feeder to handle ear corn from the rebuilt dump sink. Fitted to the boot was a No. 23 Western corn sheller, operated by a 25 h.p. enclosed motor, thru a multiple V belt drive.

The north leg was built higher so as to provide gravity feed to the annex, and fitted with roller bearings and 12x6 in. V cups on 10 in. centers. The No. 33 Western cleaner was removed from the cupola of the old elevator for use in the annex, and was replaced by a No. 32 cleaner of the same make, driven by a 7½ h.p. enclosed motor.

The gravity feed spouts from the elevator heads in the old elevator lead to a wood hopper over the distributor in the annex.

The distributor and the 10 bu. Richardson automatic scale in the old elevator were set on the lower floor of the cupola so as to receive grain from the new cleaner placed above them, or from the cleaner or by-pass spout in the cupola of the annex. Spouting was also brought in from the leg head in the annex to deliver grain into the cleaner in the old elevator.

The loading out spout was retained in its old position, extending thru the annex to cars on the switch.

The new 25,000 bu. monolithic concrete annex is made up of four cylindrical tanks, 12 ft. in diameter, inside measurements, set 8 ft. apart one way and joined the other.

In the 8 ft. space between the tanks is the work floor, above which are 6 overhead bins. The two outside overhead bins are of concrete all the way, but the dividing walls of the four inside overhead bins, crossed diagonally, are concrete only for the first 4 ft. which constitutes the hopper bottoms laid over sand fill. The remainder of the walls to the cupola floor are of 2x4 cribbing, held in place by rabbits 2 ins. deep left in the inside walls of the tanks.

The tanks extend 46 ft. above the slab, are

covered with a 6 in. roof and surmounted by a cupola 38 ft. high and 20 ft. in diameter. Openings are provided to the roof of the tanks and to the roof of cupola.

Tunnel connections are made between the work floors of the annex and the old elevator and between the top floors of cupolas.

On the roof of the annex cupola is a 12 in. suction ventilator, mounted on a bronze bearing, so it pivots with the wind, preventing back drafts.

On the top floor of the annex cupola is the machinery for operating the leg, a 10 h.p. motor taken from the old elevator, operating thru V belt, counter shaft and roller chain. Here also is the Western cleaner removed from the old house. A turnhead from the leg directs grain to this cleaner, to spouting leading to the floor below, or to the distributor or automatic scale on the first floor of the cupola of the old elevator.

Below the cleaner is a 200 bu. bin, built to hold screenings. A spout from this bin punctures the cupola wall at the bin roof line, and extends down the outside of the structure for emptying its contents into trucks or wagons.

A wooden stairway affords passage between the two floors of the annex cupola. On the first floor is the distributor for directing grain into any of the four tanks or 6 overhead bins.

Above this distributor is a wooden hopper that receives the spout ends from machinery in the annex and from the leg heads in the old elevator.

The workfloor extends thru the house below the overhead bins, making access easy to cars being loaded. Here are the test holes for the tanks. The bottoms of the overhead bins are fitted with turnheads to which a telescopic spout may be attached for directing grain from them into the boot.

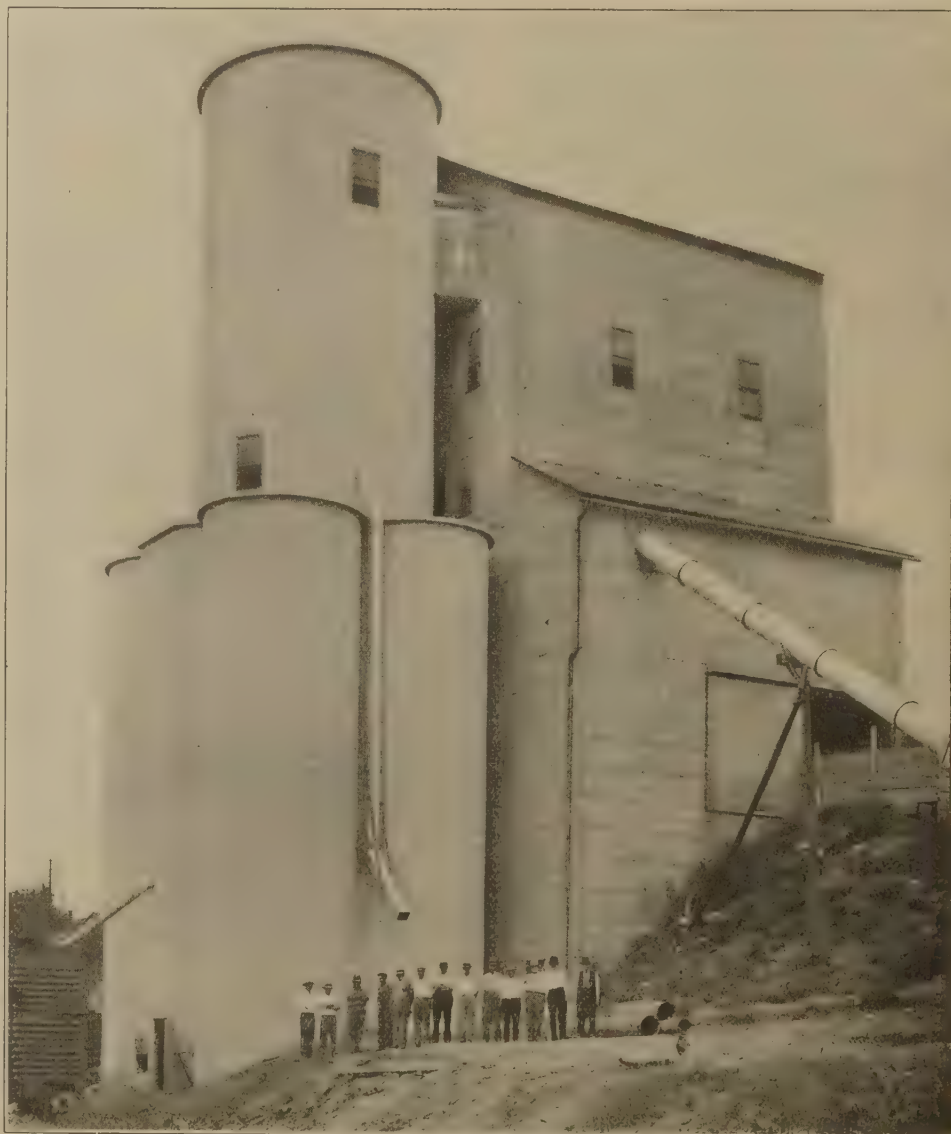
On the workfloor also is the car puller, removed from the old elevator. It is anchored in concrete to withstand the strains to which it is subjected.

The leg in the annex, which was rebuilt from material removed in installing the new ear corn leg in the old elevator, incloses a 13 in. rubber covered 5-ply belt, carrying 12x6 in. Salem buckets on 12 in. centers.

Room enough was left in the openings thru the bin and side walls of the annex thru which the loading spout of the old elevator extends to facilitate removal or repair. The small intervening space was plastered shut to make a water, weather and strain proof joint.

No windows are in the annex on the side next to the old cribbed elevator. Windows and doorways are provided on other sides to provide necessary light and air. Electric light and power wires are in rigid conduit, connected with the system in the old elevator.

The annex, in combination with the old elevator, gives the Farmers Grain Co. at Pekin storage room for 55,000 bus. of grain. The fa-



Concrete Annex to Farmers Elevator at Pekin, Ill.

cility and economy in operation of the two units, made possible thru the planning of Geo. W. Quick & Sons, the contractors, is something of which manager C. H. Porter, is justly proud.

Foreign Buying on F. A. Q. System

By S. J. DULY, City of London College
Under the F. A. Q. system a composite sample or series of three or four composite samples are made up by the London Corn Trade Ass'n monthly, representing the "fair average quality or qualities of the season's shipment from the port of shipment" during the particular month of arrival at European ports. Such F. A. Q. standards are made by the particular sub-committee of members of the Ass'n whose normal business is concerned with the grain trade of the country, the standards of which are being set. The collection of the samples goes on continuously from day to day according to the following scheme.

When an importer buys on F. A. Q. terms the contract requires him to despatch a sample to the headquarters of the Ass'n to be used for incorporation in the Standard. On arrival at the Ass'n's Chambers, the natural weight is taken on a 20-litre Louis Schopper weight per bushel balance. Thus during the course of any given month all ships discharging grain sold on F. A. Q. terms, from any particular port, send such samples to London. On the day when the standards are set up, the particular Standards Sub-Com'ite meets, and inspects smaller representative samples taken from those sent in by the importers, and with the knowledge of their natural weights, and using their experience of the kind of grain they are considering the members decide whether any are to be excluded from the Standard and whether one, two or three or more standards shall be established.

It will be seen from this account that the Standards vary from month to month, and are made in one spot, by one group of merchants elected for the purpose year by year.

It is an elastic system, suited to a buying community particularly when the country of origin has no highly organized scheme of agricultural production and marketing of surplus.

Arbitration.—When a sale is on F. A. Q. terms or on a sealed sample, buyers may go to arbitration upon the quality. That is, the buyer may have a sample of the grain he has received compared with the F. A. Q. Standard, (or with the selling sample) and receive an allowance in respect of its departure from the standard. Again, under certain contracts, those for Argentine wheat for instance, the contract may not only be on F. A. Q. terms, but may also include a guaranty of natural weight. In this case the buyer obtains automatically an allowance for any departure from the natural weight mentioned in the contract and that found by the Ass'n.

Compared with these terms, those of the sale of North American grain are decidedly stringent. When the Standard is the grade, the buyer undertakes to accept the grading of the exporting country as final as to quality, and no machinery exists to check the grading on this side. These are essentially the terms of a selling country and could never operate successfully unless it was the experience of buyers that the grades were entirely dependable. Grading is the logical method of a producing country, satisfying their farmers in the first instance, and facilitating commercial transactions in the second place. The elimination of the personal element in deciding quality is carried to the greatest lengths; the allocation of the grade to a particular consignment is based on meas-

urement to the limits possible in the nature of the commodity. The duplicating of the inspector's grading by the federal grain supervision, to the extent in some centres of 100% of the samples graded, the daily despatch to Chicago of some part of the supervisor's work to ensure uniformity of application of the grades, and at export points, the final check on board ship as the grain flows into the ship's hold makes the grading system the dependable instrument it has proved to be. The acceptance by overseas buyers of the grading as final as to quality is a recognition of its impartial and accurate interpretation, and is a lasting tribute to the men who work it.

Nebraska Ass'n Plans Live Meeting

Plans are under way for a livewire meeting of the Nebraska Grain Dealers Ass'n, scheduled to be held at Omaha, Nov. 4.

Special rates are available on all Nebraska railroads for the Ak-Sar-Ben livestock show, held at the same time. Grain elevator operators who are also interested in livestock will want to attend both the convention and the show.

Sec'y J. N. Campbell at Omaha is planning a dynamic meeting, wherein the business of the ass'n will be conducted during the morning and addresses covering the present conditions and future hopes of the grain trade of the state will be featured in the afternoon.

The customary banquet is expected to be held in the evening of the convention date.

Ohio Dealers to Meet at Columbus

The fall meeting of the Ohio Grain, Mill & Feed Dealers Ass'n will be held at the Deshler Hotel, Columbus, O., Oct. 19, starting with a luncheon at 12 noon.

Round table discussion will be held on the new corn crop and electric power rate reduction. Among the speakers are:

"Unchaining the Farmers' Market," by Peter B. Carey, pres. Chicago Board of Trade.

"Selling Feed to the Farmer," by David Steenbergh, Milwaukee, Wis.

"The Reason for Your Ass'n," by Bennett Chapple, Middletown, O.

"Adjusting Present Electric Power Rates," by Fred K. Sale, Sec'y Indiana Grain Dealers Ass'n.

"Proper Feeding," by A. R. Winter, Ohio State University.

"Dual Grain Inspection," by Dean M. Clark, Chicago, Ill.

The Walla Walla County Fair, which opened Sept. 22, advertised that a bushel of wheat would be accepted for a 50-cent admission.—F. K. H.

The quick test for oil seeds devised by Wesson has been improved by the U. S. Dept. of Agriculture. Two grams of the finely ground soy beans to be tested are mixed with 4 c.c. of halowax, and a drop of the oil mixture filtered out is placed in a refractometer, the reading of which when compared with a conversion table gives the percentage of oil. The method is described in Bull. 1471 and Technical Bull. 71. The test takes 15 minutes and costs less than 1 cent for the materials.

The Grain Stabilization Corporation is cutting expenses, Pres. Geo. S. Milnor having sent a confidential memorandum to all officers and employees, in which he gave as a reason: "Discontinuance of selling and buying will, of course, materially reduce the amount of work required. This fact, in conjunction with the rapid reduction of our stocks during the last few months, practically limits our operations to taking care of our present holdings until deliveries are made to Brazil, on other sales contracts, and to the American Red Cross."

Books Received

WORLD WHEAT PROBLEM is treated as one of persisting surplus and offers the rational solution of abolition of whatever measures tend to expand production, restrain consumption and impede the commercial flow of wheat and the wide distribution of wheat stocks. How the surplus arose and why it persists, the problem and its setting, nature of a world wheat surplus, indicators of world wheat surplus, elements in the demand for wheat, some lessons from history, are chapters in the 36-page *Wheat Study* just issued by the Food Research Institute of Stanford University, Cal. Price, \$1.

HYDROCYANIC Acid Gas as a Fumigant for destroying household insects contains the suggestion that the pot method "is the safest method for the inexperienced householder who wishes to fumigate a few rooms or a small house." This use of the word "safe" is a blunder. Cyanide is never safe but always extremely hazardous. Even the experienced meet death in its use, as did a government entomologist in Maryland recently. This pamphlet, *Farmers Bull. No. 1670*, of the U. S. Dept. of Agriculture, gives much useful information on cyanide fumigation. Supt. of Documents, Washington, D. C.; price, 5c.

LOOSE SMUT IN BARLEY.—A study of the "Factors affecting the Development of Loose Smut in Barley and its Control by Dust Fungicides" has been made by R. W. Leukel, pathologist of the Bureau of Plant Industry and described in *Technical Bulletin No. 293* covering experiments made during four years. From the field experiments and observations described it seems evident that dust fungicides are not effective in the control of loose smut in barley except in certain varieties. In those varieties, such as Wisconsin Pedigree No. 5 and Tennessee Winter No. 52, in which natural seed inoculation by the loose-smut fungus evidently takes place somewhat like that by the organisms causing covered smut or stripe disease, the more effective dust fungicides will control the disease. In varieties in which most seed inoculation by the loose-smut fungus takes place apparently like that by the fungus causing loose smut in wheat the hot-water treatment is the only one known to be effective in controlling the disease.—Bull. 293, U. S. Dept. of Agriculture, Washington, D. C.

BARLEY RUST AND MILDEW.—The susceptibility of barley to leaf rust and to powdery mildew has been tested on 600 varieties and selections of barley. The varieties Abacus, C. I. No. 1088, Abyssinia, C. I. No. 2192, Abyssinian, C. I. No. 1243, Arequipa, C. I. Nos. 1256 and 2329, Bolivia, C. I. No. 1257, Callas, C. I. No. 2440, Chile, C. I. No. 663, Chile Brewing, C. I. No. 657, Coast, C. I. Nos. 276 and 690, Danish Gold, C. I. No. 1391, Gond Gerst, C. I. No. 1393, Heil Hanna 3, C. I. No. 682, Juliaca, C. I. No. 1114, Luth, C. I. No. 972, Mecknos Maroc, C. I. No. 1379, Purple Nepal, C. I. No. 1373, Quinn, C. I. No. 1024, and Weider, C. I. No. 1021, showed marked resistance to both physiologic forms of leaf rust. The following varieties were very resistant to physiologic forms 1, 2, and 3 of the mildew: Abacus, C. I. No. 1088, Algerian, C. I. No. 1179, Arlington Awnless, C. I. No. 702, Barbican, C. I. Nos. 1265 and 2336, Black Egyptian, C. I. No. 1246, Bolivia, C. I. No. 1257, Chevon, C. I. No. 1111, Chilean D, C. I. No. 1433, Chinerme, C. I. No. 1079, Chorny, C. I. No. 875, Consul, C. I. No. 1061, Duplex, C. I. No. 2433, Ederle, C. I. No. 1015, Exedra, C. I. No. 1262, Fleche, C. I. No. 1263, Gehangir, C. I. No. 1089, Goldfoil, C. I. No. 928, Gopal, C. I. No. 1091, Hanna, C. I. No. 906, Huwan, C. I. No. 1080, Irisaka, C. I. No. 1083, Kharsila, C. I. No. 733, Kwan, C. I. No. 1016, Malwet, C. I. No. 2459, Monte Cristo, C. I. No. 1017, Mulyan, C. I. No. 2453, Nani Tal, C. I. No. 1087, Nekludow, C. I. No. 1000, Nigrate, C. I. No. 2444, Pasha, C. I. No. 984, Pegan, C. I. No. 2454, Sulu, C. I. No. 1022, Watho, C. I. No. 2458, Welcome, C. I. No. 2429, Weider, C. I. No. 1021, and White Gataml, C. I. No. 920.—*Technical Bulletin No. 295*, U. S. Dept. of Agriculture, Washington, D. C.

The proposed credit sale of wheat to China has been protested in two telegrams sent by the Portland Merchants Exchange to the R. F. C.—F. K. H.

New Circuit Breaker to Displace Fuses

By A. S. RUFVOLD, Industrial Engineer, Westinghouse Electric & Mfg. Co.

At last the old familiar fuse appears to be doomed to the scrap heap, for a greatly superior device, the "NOFUZE" breaker, has arrived to take its place. Grain elevator engineers, owners and operators will find this subject of particular interest, because it is allied with the reduction of fire hazards, the lowering of maintenance costs, and the elimination of expensive delays due to power interruption.

To minimize fire risks, the Mutual Fire Prevention Bureau has established certain regulations applying to electrical installations in grain elevators. One fundamental requirement is that all ungrounded conductors of every electrical circuit must be protected by a fuse or circuit breaker. To the electrical engineer, a fuse has always been simply an expedient; its limitations have been known, but the cost of getting a superior device has been so great that nothing was done about it until recently.

One particular limitation of the fuse is that it is not fool-proof. Too often have fuses been tampered with in such manner as to remove the protection originally afforded by them. Very frequently it happens that no replacement fuse is available, and the necessity of restoring service moves the attendant to short-circuit the fuse in some manner, as a temporary expedient. Various methods of short-circuiting fuses have been used, ranging from the crude to the ingenious. The accompanying illustration shows two tampered fuses found recently in grain elevators. These typical cases bring to mind the common use of pennies with plug fuses for restoring household lighting circuits. Such temporary repairs are too often forgotten and become permanent, thus leaving the circuit without any protection at all. Furthermore, a poor short-circuiting connection, such as a spike driven thru the fuse, causes local heating and immediately introduces a fire hazard. Those who have been guilty of tampering with fuses perhaps do not realize that by their act they have endangered not only valuable property but also human life.

Recognizing the need for an economical circuit interrupting device that would permit reclosing of a circuit without replacement of parts, Westinghouse engineers began working on the problem several years ago. A circuit breaker to replace a fuse must be capable of handling short-circuit currents of 5,000 amperes. Other requirements of the Underwriters' Laboratories are that the device be non-tamperable; equipped with a trip-free handle; calibrated to trip auto-

matically in a certain definite time at 200 per cent load, and trip ultimately at 125 per cent load; and it must pass an endurance test of 6,000 operations at full load. After years of painstaking research, a small compact breaker meeting all of the requirements is now available.

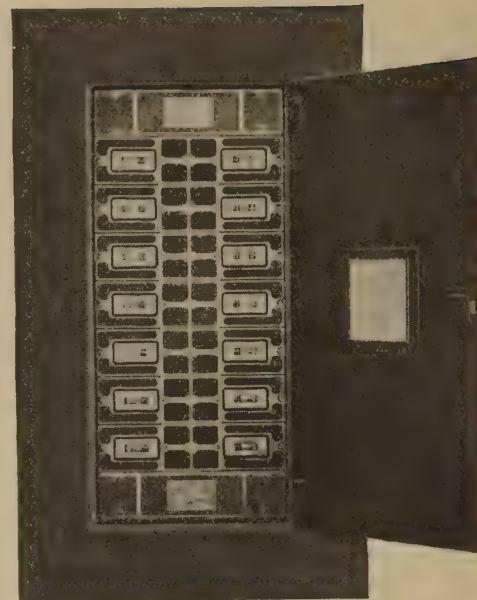
The real purpose of the Nofuze breaker is to protect wiring against overloads and short-circuits. An automatic tripping mechanism is used, actuated by a thermal element which gives the breaker an inverse-time characteristic, so that on moderate overloads there is time delay before tripping, while on high overloads and short circuits the tripping is instantaneous. The tripping element is a bimetal which when heated by the flow of current deflects sufficiently to release a latch at a predetermined temperature, causing the breaker to trip.

Upon automatic tripping, the handle of the breaker assumes a position midway between the manual "on" and "off" positions. Resetting of the breaker is accomplished by moving the handle to the extreme "off" position, and it is then ready for immediate closing. It is impossible to hold the breaker closed against an abnormal overload or short-circuit, because it is trip-free of the handle. It is also impossible to block the mechanism to prevent it from opening on overload.

Ordinary switching operations offer no particular problem in a device of this kind, but when a switch of small dimensions is required to open short-circuits of 5,000 amperes the arc rupturing problem assumes considerable importance. In the Nofuze breaker, this problem was solved by using the effective "De-ion" principle, which breaks up the arc into a number of smaller arcs, then cools them rapidly by means of quencher plates. In a recent laboratory test, cotton was wrapped around a 225-ampere breaker and then subjected to a short circuit of 10,000 amperes. The breaker interrupted the short-circuit without even scorching the cotton.

The Nofuze breaker not only takes the place of fuses, but it is also used as a manual disconnecting switch. It therefore replaces the ordinary fused safety switch. In order to be foolproof, the manual operation must be independent of automatic operation. This feature is obtained by the use of a double toggle which makes the breaker trip-free of the handle operation when the thermal element releases the latch.

Because fuses are necessarily single pole devices, their use on motor circuits is accompanied by the possibility of motors run-



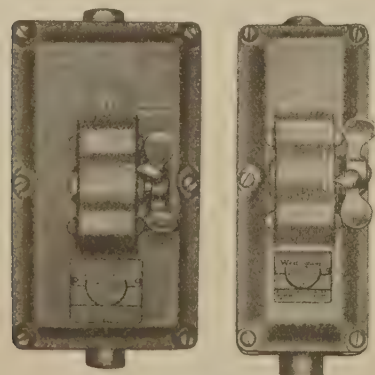
Nofuze Lighting Panelboard.

ning single phase after a fuse has blown. Motors operating single phase while carrying load will overheat if not taken off the line. In the Nofuze breaker this hazard is eliminated, because the multi-pole units are provided with a common trip such that the overloading of any one pole will trip all poles.

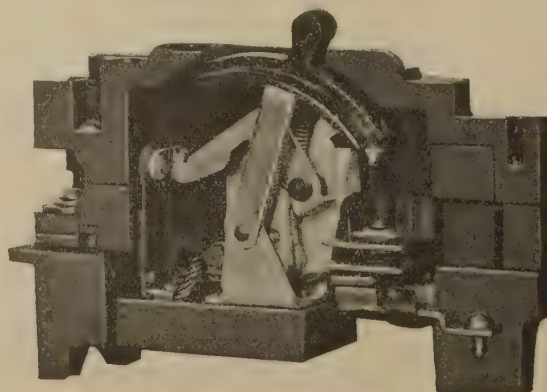
The new breakers occupy a space no greater than the equivalent capacity switch and fuse. The 50-ampere breaker is no bigger than a man's hand, and yet it has the ability to rupture more than 5,000 amperes without distress.

When used in dusty locations in grain elevators, the breakers are mounted in dust-tight cabinets, as required by the electrical code. The breakers can be mounted in individual steel boxes or in panel board form, as illustrated. In the larger sizes, the Nofuze breakers are excellently adapted for use as low voltage (up to 600 volts A. C.) power feeder circuit breakers in place of oil switches, and for such use they can be readily assembled in the form of a switchboard for location in a separate control room.

The introduction of circuit breakers to take the place of fuses marks a great step forward in the art of electrical distribution. It is certain that a device of this kind, which eliminates the fuse hazard, is destined to find a wide field of application in grain elevators, flour mills and feed mills.



Explosion-Resisting Breaker—Double Pole, 15-50 amperes.



Cut-Away-view of Single-pole Breaker, 15-50 amperes.



Two Types of Cart-ridge Fuses, "Doc-tored" to Give no Protection.

Larger Trucks Demand Larger Scales

When will the demand for larger and larger trucks cease? The longer wheel-bases, and greater gross loads, have taxed the obsolete weighing facilities of many country elevator so that far-sighted owners are now installing 20-ton truck scales whenever the old scales collapse under a heavy load or become so worn they can not be depended upon for accurate weights.

The size of scale necessary at every elevator depends upon the character of the roads leading to the plant. Where immense vans are employed in transporting cattle and hogs to the nearest packing center the same trucks will be used in hauling heavy loads of grain, making unusual demands on the elevators. In the surplus grain territory of the Southwest, where the soil is normally hard during harvest, a variety of trucks follow the harvest northward as did the harvest hands before the advent of the combine. Almost any kind, size and weight of truck is likely to pull over the elevator scales so that a reliable 20-ton scale is necessary at most elevators.

The heavy trucks have brought changes in the construction of scales. Old type scales, used in weighing wagons, were always treated gently compared with the abuse given truck scales, thru impact of sudden and unbalanced loads rolling over them and being stopped with a jerk.

Bearings have been built heavier, knife edges wider and harder, frames, levers, clevises and other parts stronger. Concrete pits have become a necessity and in some cases concrete decks are used.

Similarly the heavy trucks have forced changes in elevator construction so that larger driveways, dump pits and legs are needed to prevent congestion in the receiving line. New elevators invariably are designed with larger driveways and floors are built of heavy planking with strong joists and beams. Truck lifts have replaced the log dumps, steel grates have replaced the trap doors. Dump pits have been increased in size to take care of increased unloading speed, and elevating legs have been greatly increased in capacity to keep the sinks clear.

When will we reach the maximum in truck sizes? The following opinions of scale manufacturers and elevator builders who have the problem constantly before them, may help elevator owners to determine the correct answer:

20-ton Scales Have Large Platforms

Grain & Feed Journals: A few years ago the question of manufacturing 20-ton dump scales in various platform sizes was given consideration, and it was decided this capacity scale should be listed as a regular modification.

It soon developed there seemed to be no demand for anything heavier than 15-tons, so the 20-ton capacity was eliminated and, speaking for the Howe Scale Co. we believe that the 15 ton is of sufficient capacity to handle grain laden trucks used at the present time.

The standard motor truck scale installed in a pit outside the elevator, which might be used for weighing not only grain, but other commodities, might better be 20-ton scales than 15-ton for the reason that the 15-ton scale is limited to one platform size. In order to get platform length sufficient for different types of trucks now used it would be necessary to install a 20-ton scale. So far as capacity is concerned, 15-ton capacity would be ample to meet present-day requirements.—J. F. Cruikshank, The Howe Scale Co. of Ill., Chicago, Ill.

20 Ton Capacity is Proper Scale

Grain & Feed Journals: Our experience with capacities of truck scales has been some firms started in with 10-ton then raised it to 15-ton. At the present time there are few scales going in modern grain plants which are not 20-ton.

We are convinced that a 20-ton capacity is the proper scale.—L. J. McMillin, Indianapolis, Ind.

Scales Need Ample Capacity

Grain & Feed Journals: Present day scales are being subjected to heavier loads and it is very important that they be of ample capacity. Where these scales are being used by elevators, we consider 20 tons to be the proper size.

Of course, the capacity of the scale would depend entirely on the size and total weight of the truck loads. However, the tendency of the times, is to use larger trucks and haul greater loads and a scale is like any other piece of machinery in that it is better to have ample capacity than not enough. This insures accuracy in weighing and longer life to the scale.—J. E. Rieth, American Scale Co., Kansas City, Mo.

20 Ton Sizes Preferable

Grain & Feed Journals: We have not felt that there was a place for 15-ton motor truck scales and do not list them among our regular classifications, altho we furnish them where required.

In every case where weighing traffic indicates a scale of larger capacity than the 10-ton motor truck, we recommend the 20-ton. The difference in installation cost between them is relatively small and with the trend of development in highway construction towards permitting heavier loads, and as the expected life of a 20-ton scale is approximately 10 years under average weighing conditions, the 20-ton scale will still be adequate for loads of larger capacity, where the 15-ton scale might have to be replaced.

Our sales records on the Gaston No-Twist Motor Truck Scale show the sales to be about evenly divided between the 10 and 20-ton capacity.—C. W. Thompson, Gaston Scale Co., Beloit, Wis.

Locality and Commodities Govern Scale Size

Grain & Feed Journals: Conditions alter circumstances and we find that in some cases 20-ton truck scales are necessary. In the majority of cases 15-ton truck scales are ample. This is especially true in Iowa, North and South Dakota, Minnesota and the Eastern part of Montana.

However, we find locations in the central part of Montana where the Farmers contract with trucking companies for hauling their grain during threshing time. These companies have large trucks and put on an exceedingly large load per trip because of the great distances they have to haul.

There are few sections in Minnesota where it is necessary to even have an outside truck scale of 20-ton capacity because the trucks used in these sections are not of the large type. In Iowa, Nebraska and Kansas, where they have outside truck scales for the weighing of their grain, they have some very large scales over which they weigh not only grain but stock, coal, etc.

The size of the truck scale needed is determined by the local conditions and the commodities handled.—E. E. Ibberson, T. E. Ibberson Co., Minneapolis, Minn.

Advocates Large Scales

Grain & Feed Journals: We always advocate placing a 20-ton capacity truck scale. It was only a short time ago, we planned an 18 ft. length of dump for trucks, now we are placing them 25 ft. long.

Trucks have grown in length about that much in this short time, and are transporting correspondingly larger grain loads. At that time we were recommending 10-ton scales. We raised this to 15, and now it is 20. We presume next will come railroad track scales for weighing trucks.—J. F. Younglove, Younglove Engineering Co., Sioux City, Ia.

Large Loads Impractical

Grain & Feed Journals: We hardly feel that larger motor-truck scales than the 15-ton would be warranted in country elevators. There would hardly be a sufficient amount of such business to warrant any one scale manufacturer building a larger size and when that is split up among several manufacturers, it becomes impossible for any one to manufacture them at a profit. Also such loads would be difficult to get out of the field, and would seem impractical.—W. E. Thompson, Minneapolis, Minn.

15-ton Truck Scales Large Enough

Grain & Feed Journals: There is little need for scales with capacities exceeding 15 tons. At present even this size is not often needed. While trucks could haul much larger loads than is their custom after they get on hard roads, their problem is getting out of farm yards and fields where the ground may be soft.

I have an elevator at Clovis, N. M., where the land is as solid as is likely to be found. Yet the average load last season was only 95 bus.

Since the beginning of 1930 I have built 42 elevators, yet only twice were 15-ton scales demanded. The rest installed 10-ton scales.—A. F. Roberts, A. F. Roberts Construction Co., Sabetha, Kan.

Wagon Scale Days Are Past

Grain & Feed Journals: The day of wagon scales and small motor truck scales, for instance, 10-ton, is passing. Years ago when we manufactured the wagon scale the load was well distributed over the scale but today the horse and wagon is almost eclipsed by the motor trucks.

The motor truck business has just begun, which necessitates larger scale platforms and capacities, due to increased weights. Heavier scales are needed to stand increased loads, as 50 to 94% of the motor truck load is carried on the rear axle. Scales must be constructed accordingly.

Today a 15-ton motor truck scale will meet the needs of 90% of grain elevator weighing, but looking ahead we cannot help recommending 20-ton motor truck scales for elevators. A scale is expensive machinery and once installed, should give many years of accurate service. A 20-ton scale with not less than 20x9 weighbridge is none too large—in some cases 24x9 weighbridges are used.

A mighty contest is taking place at this time, namely; the railroad and the paved road. The outcome is dictated by what the railroads can do for their customers whether or not they survive. In this day of hand to hand buying and quick delivery the choice of transportation is based on quickest service and best delivery.

Motor truck scales are essential for paved road transportation. In the long run it will pay to buy a scale with capacity in excess of present needs.—J. P. McKibben, Winslow Government Standard Scale Works, Terre Haute, Ind.

20-ton Scales Needed in Few Places

Grain & Feed Journals: In some territories elevators need a 20-ton truck scale to weigh some of the trucks, but they are few and far apart. We find a 15-ton scale will take care of any trucks in this part of the country.—C. E. Flora, Reliance Construction Co., Indianapolis, Ind.

15-ton Scales Normally Large Enough

Grain & Feed Journals: While there may be a few cases where a 20-ton truck scale might be required, we believe a 15-ton scale will meet most requirements. Many truck scales are built heavy enough, and have the beam capacity, to carry approximately 25% more weight than the stated capacity.—H. W. Ryan, Howe Scale Co. of Illinois, Kansas City, Mo.

Old Elevators Not Safe for Large Loads

Grain & Feed Journals: A 15-ton truck scale will take care of any 3 to 4-ton truck and what it is able to haul from the field or granary.

Should larger trucks be employed great risk is assumed in the possibilities for collapse of driveways. The joists and planking in many old elevators are not safe for larger loads.—Carl I. Erickson, Assaria, Kan.

Truck Scale Size Depends On Dealer and Locality

Grain & Feed Journals: It is impossible to say any particular capacity of truck scale is right for the grain trade. It depends entirely upon the dealer and the loads brought in.

Many grain dealers use 10 and 15-ton truck scales. We recently installed a 30-ton for a local grain dealer. Some dealers admit that 15 tons is large enough for present capacity, but with improved roads and larger trucks they want to provide for the future, and at slight additional expense install 20 or 30-ton scales.—T. L. Richmond, Buffalo Scale Co., Buffalo, N. Y.

20-ton Scales Needed for Large Trucks

Grain & Feed Journals: We think 20-ton truck scales should be used in most sections where the heavy trucks are used. The 15 and 10-ton scales are subjected to too heavy strain when heavy trucks drive on the platform and set their brakes. Stopping and starting trucks on scale platforms is hard on the knife edges and bearings, besides which 80% of the load of a truck is on one end of the platform.

Long trucks require long platforms, often as much as 20 ft., which favors the 20-ton scales.—W. H. Cramer, W. H. Cramer Construction Co., North Platte, Neb.

Fifteen-ton Scales Meets Needs

Grain & Feed Journals: The so-called continued activity in the building of hard roads does not apply in a large sense to western Kansas and Colorado. It is true that they have some good roads running east and west thru western Kansas but the connecting or north and south roads are very few.

It is probably due to this fact that we do not have calls for 20-ton truck scales. Practically all the line houses install 15-ton scales and we have little trouble in placing 15-ton scales in the new houses, tho you will find more 10-ton truck scales in use in western Kansas and Colorado than all other sizes combined. These will probably be changed as better roads are established.

It is my opinion that the 15-ton scale will handle all loads in my territory.—F. C. Bailey, Western Engineering Co., Denver, Colo.

Individual Requirements Govern Size of Scale

Grain & Feed Journals: It is difficult for this office to say definitely that 15-ton motor truck scale is or is not large enough to handle the largest loads presented at country elevators.

Our local representatives before making a recommendation to a scale purchaser make a survey of the wheel base and axle loading of the equipment likely to be weighed. On the basis of data compiled by motor truck manufacturers and the American Railway Engineering Ass'n, each case is handled on its individual merits.

Our convictions are that a scale having levers of sufficient capacity should be furnished so that the eccentric loading presented to the scale by the motor truck will not create stresses in the scale parts greater than those allowed by good engineering practice. The platform size is governed entirely by the lengths of the motor trucks, considering some additional length must be allowed so that a driver can stop his truck and be certain that it is entirely on the scale.—L. R. Boyer, Scale Division, Fairbanks, Morse & Co., Chicago, Ill.

Try to Involve Elevators in Strike

Groups of farmers connected with the farmers holiday movement met at Logan, Ia., and decided to conduct a peaceable strike on grain.

Elevator operators were asked not to ship any grain to the terminal markets until the price was better. One of the elevators at Logan signed an agreement not to ship any grain to terminal elevators for three weeks, but it has not affected the price and will not.

Labor Unions in Argentina have been demanding that 50 to 60 per cent of grain cargoes must be loaded in bags, in order to make work, and in many instances have been able to enforce their demands, to the loss of the elevator owners. Local government authorities are in many instances not giving protection to the employers.

Tests of Corn as Fuel

Iowa farmers can burn corn just as cheap as Iowa coal, a little cheaper than they can burn Illinois coal and much cheaper than they can burn anthracite, at present prices, according to results of a survey conducted by the Iowa Engineering Experiment Station.

According to the tests conducted, 141 pounds of ear corn with 8 per cent moisture had the same heating value as 100 pounds of Iowa coal. In other words, 40 bushels of corn (70 pounds per bushel) are equivalent to a ton of Iowa coal. It would require the corn from 10 acres of Iowa land to produce enough fuel to heat the average house for one winter.

Prices on Iowa coal are about \$5.25 to \$5.75 per ton. Corn is selling around 13 cents.

Dry cobs are equal to ear corn for fuel purposes.

Balance Sheet of Farmers National

The balance sheet of the Farmers National Grain Corporation as of May 31, 1932, shows a net profit of \$1,093,079.44 for the fiscal year, equal to ½ cent per bushel on the grain handled.

Elevator operating expenses were \$3,393,625.19 and general and administrative expenses \$3,050,899.24. The item of \$402,932.32 for interest expense would have been much greater but for the subsidy enjoyed thru the low rate of interest charged by the government Farm Board on \$16,000,000 advanced.

Grain hedging profit amounted to \$1,113,698.72. In other words had it not been for this hedging profit the Farmers National would have been in the "red" \$20,619.28; and yet the Rev. Huff wanted the Sec'y of Agriculture to close the Board of Trade that makes hedging profits possible. Was he sincere in his endeavor to close the Board or was he attempting to coerce the Board into granting membership to his heavily debt-burdened corporation?

Wheat sales to China financed by the R. F. C. should go out in the form of flour to the extent of 86%, directors of the Millers National Federation have resolved, to avoid unfair discrimination against United States millers.

Supreme Court Decisions

Digests of recent decisions by State and Federal Courts involving rules, methods and practices of the wholesale grain, field seeds and feedstuffs trades.

Crop Mortgage.—Mortgage of crop by tenant held to cover only tenant's interest in crop to exclusion of share to which landlord was entitled.—*Acme Investment Co. v. Thompson*. District Court of Appeal, California. 12 Pac. (2d) 975.

Lien of Crop Mortgagee.—Crop mortgagee entitled to possession did not lose its lien by taking possession. Sale by sheriff under execution of wheat rightfully in possession of mortgagee, without tender of mortgage debt, held wrongful, constituting conversion (Civ. Code, § 2969).—*Missouri State Life Ins. Co. v. Gillette*. Supreme Court of California. 12 Pac. (2d) 955.

Acceptor of Draft Has Preference.—Foreign bank accepting draft under letter of credit held entitled to preference claim for full payment of covering funds to bank issuing draft, both as to payments made before and after closing of issuing bank.—*Barclays Bank, Ltd., v. Bank of United States*. Supreme Court of New York, Appellate Division. 258 N. Y. Supp. 317.

Cashier's Check on Bank in Liquidation.—Right of party, selling draft and accepting cashier's check, to rescind sale, and impose trust on fund received by bank in liquidation in payment of draft, depended on whether check was accepted as absolute payment.—*A. T. Stephan, Inc. v. Bank of United States*. Supreme Court of New York Appellate Division. 258 N. Y. Supp. 289.

Priority of Liens.—Landlord's lien for supplies furnished tenants to enable tenants to make crop, lien being transferred to third party for value before bank, upon landlord's agreement to waive lien, made loan to tenants for planting, held superior to crop mortgage taken by bank (Rev. St. 1925, art. 5222). Landlord's lien in hands of transferee thereof was superior to bank's crop mortgage lien, since, when bank extended loan, landlord had no lien to waive, and this was true although bank had no notice of any claim against crop except statutory landlord's lien of landlord, and would not have advanced money to tenant had landlord not agreed to waive lien to that extent.—*First National Bank of Quitaque v. Pointer*. Court of Civil Appeals of Texas. 51 S. W. 781.

How to Make a Good Hedge

By W. H. ALLEN, Morris, Ill.

Many terminal grain companies use the markets as a hedge all the time and make money. If they do so, country dealers should be able to hedge to good advantage. We at least have an advantage in storage and warehouses and the additional margin that comes from country buying.

Most professional buyers of grain in terminal markets have to rent warehouse space and pay in addition the country elevator's margin of profit. A Peoria buyer will pay public elevators 4 cents per bushel for a winter storing of harvested oats, to be cleaned out by July 1 of the following year. He would not consider buying 50,000 or 100,000 bus. of harvest oats and putting them away unhedged as we country elevator operators do. He wouldn't have the nerve.

A big line house or a terminal operator who sometimes holds grain into the millions of bushels could not borrow money from the bankers to carry the load unless the grain was protected. Swift swings of the market would ruin them, if they did not hedge their holdings. Hedging becomes habit with such persons, whether grain looks cheap or high.

Unsuccessful Hedging.—A Chicago cash grain man said "Sometimes hedging is successful, and sometimes it is not." About one year out of five there seems to be a kick back so no money can be made that way. The last kick back came in the spring of 1929. The margin of grain that year was only about $4\frac{1}{2}$ cents per bu., and an operator paying 4 cents per bu. for storage space could just about break even. In the last three years such operators have made up what they lost and been well paid for their efforts.

Dealers carrying the 1930 crop of cash oats unhedged suffered serious loss. This year the dealers who stood on cash oats to the present time have had a nice profit and will possibly come out better than those who practice hedging. Oats sold at unheard of low prices at harvest time and looked like no one could lose money on them. Yet I know of one line house that hedged every bushel it purchased, just the same as if they were 40 cents per bushel.

Patience Necessary.—A good hedger must be patient and have ability to wait; he must not be in too great a hurry to get rich; he must have capital and a fair quantity of gray matter for thinking. A good hedger will lay his plans in advance for a crop on which he wants to work.

Wait for Proper Spread.—He watches in advance for the proper spread between the September future and the future month he expects to use. If it is the December delivery he will wait until the September and December futures are as far apart as his judgment tells him they will be, then he sells the December future and buys the September. This done, he is ready to buy cash oats at the lowest available figure under the September future and he is assured of his spread. As cash oats are offered he buys them and sells corresponding amounts of his September futures.

If the dealer is a bell wether a lot of other people will sell September too. This has a tendency to depress the September future and as cash oats follow this he buys them cheaper, broadening his margin. A prominent Illinois seed firm a few years ago, when timothy seed looked like it would sell high, flooded the timothy seed country with cards offering to sell timothy at a dollar under the market. While it sold two car

loads, it bought seven. Then the market went up again.

Quality is a big factor in successful hedging. No. 2 oats, placed in good storage, will come out No. 2 oats in the spring. Poor quality oats may only spoil any chances of profit. The hedger who has filled his hedged requirements, sits down to a long wait for the cash and future to come together and give him a profit.

Changing Over.—Some day before December there comes a nasty market day when it looks like everything has gone to pieces. December breaks a few cents under May. Whereupon the hedger buys in his December and sells the May, widening his spread. Then he waits for May, when his cash oats are likely to sell at from 1 to 3 cents higher than the option. Then he turns his cash oats on the market, buys in his option and banks his profit. Out of his profit must come 4 cents per bushel to the public elevator, interest on investment and shrinkage.

Public elevators sometimes suffer very little shrinkage. Here the hedger's selection of an elevator is an important cog in bringing him profit.

To prove the things I have told you and possibly make it a little clearer how these things work out, I have taken figures from E. W. Bailey & Co.'s pocket edition of statistical information called "Our Red Book Annex."

On page 32 you will find monthly cash prices of oats, on the spot market in Chicago for the past eighteen years. Showing the range from the low to the high of each month. On page 33 you will find the high and the low of the May option for each month during the past seven years. In each instance, where I have used these figures I have averaged the high and the low, both in the cash and the futures so that my figures as shown are all averages. No particular deal picked out in any instance. These are all Chicago spot cash figures. I am taking the past seven years so there can be no favorites:

In 1924-1925: Cash oats bot on the spot market in Chicago in Sept., 1924, @ 50c were sold back in May, 1925, in the same market @ 48c, making loss on the cash grain held 2c. The May option sold in Sept., 1924 @ 56c, bot back in May, 1925, @ 45c; gain in future, 11c, less our loss on cash oats of 2c, makes net profit on the deal of 9c per bushel.

In 1925-1926: Cash oats bot on spot market in Chicago in Sept., 1925, @ $40\frac{1}{2}$ c, were sold in May, 1926, in same market @ 42c, making gain on the cash grain held $1\frac{1}{2}$ c. The May future sold in Sept., 1925, @ 45c, bot back in May, 1926, @ 40c; gain on the option, 5c, plus our gain on the cash oats of $1\frac{1}{2}$ c, makes a net profit on the deal of $6\frac{1}{2}$ c per bushel.

In 1926-1927: Cash oats bot on the spot market in Chicago in Sept., 1926, @ $41\frac{1}{2}$ c, were sold back in May, 1927, in the same market @ 52c, gain on cash oats held 10½c. The May future sold in Sept., 1926 @ $46\frac{1}{2}$ c, bot back in May, 1927, @ 49c; loss in option, $2\frac{1}{2}$ c, taken from our gain in cash of 10½c, makes a net profit on the deal of 8c per bushel.

In 1927-1928: Cash oats bot on the spot market in Chicago in Sept., 1927, @ 49c were sold back in May, 1928, in the same market @ 69c, gain on the cash oats held 20c. The May future sold in Sept., 1927, @ 51c, was bot back in May, 1928, @ 64c; loss in option of 13c, taken from the gain in the cash of 20c, makes a net profit on the deal of 7c per bushel.

In 1928-1929: Cash oats bot on the spot market in Chicago in Sept., 1928, @ 42½c were sold back in May, 1929, in same market @ 45½c, making gain in the cash oats held, 3½c. The May future sold in Sept., 1928, @ 45c was bot back in May, 1929, @ 44c; gain in option 1c, plus gain on the cash

oats of $3\frac{1}{4}$ c, makes a net gain on the deal of $4\frac{1}{4}$ c per bushel.

In 1929-1930: Cash oats bot on the spot market in Chicago in Sept., 1929, @ 50c were sold back in May, 1930, in the same market @ 44c, making loss in the cash oats held 6c. The May future sold in Sept., 1929 @ 59c was bot back in May, 1930, @ 40c; gain in the option, 19c, less loss in cash oats, 6c, makes a net profit on the deal of 13c per bushel.

In 1930-1931: Cash oats bot on the spot market in Chicago in Sept., 1930, @ 38c were sold back in May, 1931, in same market @ 28c, making loss in cash oats held 10c. The May future sold in Sept., 1930, @ 44c was bot back in May, 1931, @ 28c; gain on the future of 16c, less loss on the cash oats of 10c, makes a profit on the deal of 6c per bushel.

Summary.—As a summary of the loss and gain on the above, you will find that you have gained on the cash oats 4 times out of seven and lost three. Gaining 35c per bu. (over a period of seven years) and losing 18c over the same period, or making your net gain in your cash of 17c per bushel in the entire 7 years.

On the futures you have gained 5 times out of seven and lost 2 times. Gaining 52c per bushel (over the 7 year period) and losing 15½c, or making you a net gain of 36½c per bushel over the entire 7 years. Now putting the entire gains together on both options and cash you have a gain of 87c per bu. over a seven year period, less the combined loss of 33½c per bu. over the same period, makes a net gain for the hedger over a seven year period of 53½c per bu., against the gain of the cash handler of 17c for the same period.

Or an average of about 7½c per bushel for the consistent hedger per year and about an average of 2½ cents per bushel for the cash man who has stood on his oats each year until May.

Market Spreads.—In hedging, the most particular thing is the proper spread between the cash market and the future at the time of purchase. In order to give an idea as to what spreads have been, I will take the same seven years as before.

The average May future selling in September of 1924 was 56c and the average cash was 50c, spread 6c above spot; in 1925, $46\frac{1}{2}$ c, $41\frac{1}{2}$ c, and 5c; in 1926, 47c, 42c, and 5c; in 1927, 51c, 48c, and 3c; in 1928, 45c, 42c, and 3c; in 1929, 59c, 48c and 11c; and in 1930, 44c, average cash 38c, and spread 6c above spot.

Market Premiums.—The next most important thing is to wait patiently until cash and futures have come together or gone to a premium. You may think they never will, but they will, if you wait. This old world wasn't made in one day.

The same seven years show that the May future which was purchased in September the year before, sold as follows: also the cash: in May, 1925, at 45c and cash at 47c, premium of 2c; in 1926, 39c, and 42c, and 3c; in 1927, 48c, and 52c, and 4c; in 1928, 64c, and 69c, and 5c; in 1929, 44c, and 46c, and 2c; in 1930, 40c, and 44c, and 4c; in 1931 at 28c, and cash at 30c, premium of 2c.

Shipping out Stored Grain.—In auditing books for the different elevator companies over the country we have found another kind of a hedger, who has left some sorry tracks behind him. This is the man who ships out the stored grain and tries to buy it back in the futures. On this same seven years the average for the entire time would work this way, if the cash oats had been shipped out and sold on the spot market and repurchased in the May future in the month of September each year: On an average, the cash oats would have sold in Chicago in September on the spot market @ 43c; repurchased or paid the farmer for them the next May on the basis of the spot market @ $47\frac{1}{2}$ c; making a loss in the cash oats of $4\frac{1}{2}$ c.

May future bot, as soon as the cash was sold, in September in making the hedge @ $49\frac{1}{2}$ c. The same May option sold out as soon as you settled with the farmer the following May @ 44c. Loss in the option, $5\frac{1}{2}$ c, plus your loss in the cash of $4\frac{1}{2}$ c, makes a loss on the deal of 10c per bushel.

Now why? Because in September he sold the oats at $6\frac{1}{2}$ c under the option and in the following May he paid a premium of $3\frac{1}{2}$ c over the option to settle the trade.

The only time to make this kind of an option hedge is when you can ship out the cash oats and buy the futures at a discount under the spot cash. Which does not happen very often in harvest time. As an example we will take the old corn last July:

On the last days of July we had a very erratic corn market. In the last five days cash corn in Chicago swung from 58c to 71½c.

Supposing you saw an opportunity like

this was, to ship out the stored corn and replace it in the September option.

On this deal you would have sold out your stored corn for an average of say 68c spot Chicago; immediately you could have replaced it in the September futures for 50 cents or at a discount of 18 cents per bushel. Here is discount enough to really seem to make it worth while.

Suppose your farmer patrons held onto this corn until some time in September. The average cash price for the month of September was 43 cents per bu. spot Chicago. Your average September option for the month was 41 cents.

Summing the deal up this way: you bot your September option @ 50c and you sell it back on the average of 41c or at a loss of 9c per bushel. But: In July you sold out this cash corn for 68c, and bot it from the farmer in September for 43c spot Chicago, at a profit of 25c per bu., less your loss on the option of 9c, making a clear profit of 16c per bushel.

In shipping out stored grain like this it is very dangerous and most times very disastrous unless you have a very wide discount under your cash market.

Premiums on cash corn fluctuate rapidly. Maybe to-day you are buying corn 5 cents under the leading future and in a week it might be 2 cents over the future. If you had shipped out stored corn and replaced it in the future the change in the basis or the premium over or above the future might lose you plenty of money. If the cash and the futures always worked together it never would be any trouble to make hedges. But we know from experience that they do not.

You might ship out high priced corn, like it was in the fall of 1929, and make lots of money on a hedging deal but you would get plenty of experience too in putting up margins when the options dropped 30 cents per bushel.

We are inclined to think sometimes when we lose 30 cents per bushel on the futures, that, that would be terrible. But if you are making it back in the cash grain it is all the same.

Your books should be set up so as to show the different option transactions and never charged directly into the grain account until the end of the year.

In September, 1929, the average spot price for No. 2 corn in Chicago was 94 cents, ranging from 83c to \$1.05. Supposing you shipped out the stored corn and purchased the May future at 89c, which ranged from 79 to 99 cents. On this deal you sell your cash corn for 94c spot Chicago, and buy back your May future @ 89c, or at a discount of 5c, instead of a premium.

You would have carried that May future trade of 89c until this May, when the farmer sold you the corn which he had previously stored with you, being worth on the spot market in Chicago at this time 56 cents. Last September you received for this cash corn 94c spot, and now you are settling with the owner for 56c spot. You have made on this cash corn 38c per bu. On your May future which you purchased last September @ 89c, you sell it out for 59c, or at a loss of 30c per bu., which has to come out of your profit on the cash of 38c, leaving you a profit on the deal of 8c per bu.

A Short Time Hedge.—There are times in the year when you can use your available storage space to a good advantage by buying grain some weeks prior to the delivery month, holding the cash grain in your elevator and selling the future and then waiting until the cash grain or spot market in Chi-

cago sells even or to a premium with the future and then closing out both deals.

I have often tried to explain these different methods of holding grain and shipping out stored grain by this little illustration: Supposing that I ship 5000 bu. of corn to a Chicago firm and they sell it on the market there for me at say 52c. I have instructed them to buy the most distant future for me as I want to hold this corn for about 3 or 4 months, thinking that the market is going to get better. The commission firm buys the July or the September future for me at about 8 or 10 cents above the cash market.

Couldn't he hold this same identical 5000 bushels of corn I just sold to him until this delivery date and deliver it back to me and make a good carrying charge by just sitting and waiting?

If you ship out stored grain you must buy these options at a good discount under your cash sales or the other man will make the profit and not you.

All the above figures have been based on Chicago spot market and not at the local station. Your freight and local station margin must be considered.

Any premiums that you might be able to get from other markets other than the spot in Chicago would be taken advantage of.

The market is not available for hedging purposes at all times. If the options and the cash spot market are too close together you had better sell your cash grain, as there is no carrying charge.

In conclusion I want to remind you of two or three things that will defeat you in making a profitable hedge: Putting your hedge on when you don't have the proper spread over your Chicago spot market; trying to hedge oats that won't keep the proper grade; not carrying your oats long enough to see your cash and option come together or at a premium.

The rate for shipper's draft bond, written thru the Hartford Accident Indemnity Co., has been reduced from 40 cents to 25 cents per \$1,000 of drafts drawn and the minimum premium of \$100 remains unchanged, according to Wirt Wilson & Co., because there seem to be definite indications of permanent and marked improvement in conditions during the coming months.

If constructive events occur causing a revision of world wheat statistics, the response will be sharp and severe. The universal rot which dragged at prices over such a long period appears definitely ended. As to whether or not there will occur the necessary fundamental revision of wheat statistics remains to be seen, but speculation will develop at the merest hint of any such.—Sanday & Co.

Corn in a Poke

Here and there in sections of the South will be found poor negroes who follow the Arkansas method of bringing "corn in a poke" to market in front of them across a horse's back. This photo is from the Hudson Grain Co. at Pawnee, Okla., and shows J. O. Hudson holding the reins of the camera-shy negro. The negro has just finished trading a poke full of yellow ear corn for corn meal.



Exchanging Corn for Meal at Pawnee, Okla.

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Grain & Feed Journals Consolidated

332 South La Salle St. Chicago, Ill.

Grain and Feed Trade News

Reports of new firms, changes, deaths and failures; new elevators, feed mills, improvements, fires, casualties and accidents are solicited.

CALIFORNIA

San Francisco, Cal.—A new alfalfa milling plant, with rail and deep water loading facilities, is now in operation by the Alfalfa Products Co. of California, dealer in grain, feed and hay. The manager of the new company is Raymond F. Welch, formerly with the California Hawaiian Milling Co., Inc.

CANADA

Fort William, Ont.—A fire in a woodpile at the Western Terminal Elevator on Oct. 1, at 10:18 a. m., caused but slight damage. The blaze originated from a bonfire left smoldering the night before.

Vancouver, B. C.—Work is in progress on the 475,000-bu. addition to Elevator No. 1 leased to Vancouver Terminals, Ltd., by the Harbor Commission, which let the contract for the construction to the Carter-Halls-Aldinger Co. As reported previously, plans were made by the John S. Metcalf Co.

New Westminster, B. C.—The Adama Grain Co., Ltd., reported in the Aug. 24 Journals as a new firm of grain merchants at Vancouver, will act as grain agent for the Harbor Board's elevator here, recently leased to the Fraser River Elevator Co., Ltd., for a period of three years, as previously reported in these columns. The capacity of the elevator is 800,000 bus.

Montreal, Que.—The Ottawa Government has been asked by the grain trade, including the Montreal Corn Exchange, and lake shipping interests, thru J. H. Rainville, chairman of the Montreal Harbor Commission, to increase grain storage facilities here. As a temporary solution the chairman advocates the placing of a 5,000,000-bu. elevator at Prescott under the jurisdiction of the Montreal Commission.

Churchill, Man.—With the arrival of the Italian steamer "Juventus" and the British steamer "Spensilva," which were scheduled to arrive at the new elevator here to load grain early in October, the total number of vessels that have loaded grain here this summer is 10. Large quantities of wheat from the Prince Albert district of Saskatchewan are reported to have moved in a steady stream to Churchill, and it is said that Canadian National Railway agents have been acting under a "mysterious blanket order" and have been accepting wheat for shipment to this port as fast as it is offered by elevator companies. The movement began Sept. 16 and was to continue indefinitely, as far as railway officials had knowledge. It was believed that the Dominion Government had made arrangements to fill the Churchill elevator for storage over the winter.

ILLINOIS

Arcola, Ill.—T. E. Hamman contemplates installing a hammer mill at his elevator here.

Aledo, Ill.—The Farmers Grain & Coal Co. recently added a new 1½-ton truck to its equipment.

Burlington, Ill.—The Voss Grist Mill has added a 1-ton Economix DuPage Vertical Mixer to its equipment.

Woodbine, Ill.—The Woodbine Feed Ass'n is now cracking corn with its new duplex corn cracker and grader.

Dwight, Ill.—Installation was recently completed by the Bush Hatchery of a 2-ton Economix DuPage Vertical Mixer and also a Blue Streak Hammer Mill.

Morrison, Ill.—A truck is a rather large thing to steal, but it was done recently from the Farmers Elevator & Supply Co.'s elevator, where it was standing on the driveway.

Morrisonville, Ill.—John J. Murphy, charged with embezzlement while manager of the Farmers Co-op. Grain Co.'s elevator here, has been found not guilty in the circuit court.

Princeton, Ill.—E. J. Feehery & Co.'s local office has been moved to new quarters on the second floor of the Apollo Theater Bldg.

Elgin, Ill.—Elgin Foods, incorporated; capital stock, \$10,000; incorporators: A. M. Gaskill, J. Edgar Kelly and M. C. McKinnicott; to manufacture and deal in flour and other foods.

Grand Ridge, Ill.—L. L. Seago, manager of the Co-op. Grain & Supply Co.'s elevator, is recovering from an operation for appendicitis, performed at St. Marys Hospital at Streator.

Savanna, Ill.—The Stratton Grain Co., of Chicago, now has the large terminal elevator here in operation and is taking in grain from Iowa points. All business is transacted through the Chicago office. Wm. Harstick is superintendent of this 485,000-bu. plant.

Granville, Ill.—After several years of idleness, the Granville Flour & Feed Mill is again in operation under the new name of Maurer's Feed Mill, Everett Maurer having bot the equipment from the First National Bank and remodeled and repaired the building.

Fairbury, Ill.—The safe of the Farmers Grain Co.'s elevator was broken open during the night of Sept. 17 and \$20 in cash and some valuable papers taken. The robbers evidently used a skeleton key to gain entrance, after trying to jimmy two windows and a door.

Pana, Ill.—The Shellabarger Grain Products Co., of Decatur, has taken over the McKee Elevator here and will operate it under the name of the Shellabarger Elevator Co. E. A. Walker, of Bethany, manager of the Farmers Elevator Co.'s elevator there for the past 24 years, will be manager.

Cayuga, Ill.—Altho a ticket showing the combination was hanging on the knob of the safe in the elevator office of the Hasenwinkler-Scholer Grain Co., burglars broke out a double window and lifted the 800-pound safe thru it, then left the safe and its contents unmolested, early in the morning of Oct. 1.

Hoopeston, Ill.—The Hoopeston Grain & Coal Co. is adding new ear corn storage, the building being of frame construction on a concrete floor and situated just east of the concrete elevator. A chute will be arranged so that the hoisting machinery of the elevator can be used to fill the corn storage. The capacity of the addition will be 5,000 bus.

Danforth, Ill.—Edgar Brockman, bookkeeper for the company for several years, has been appointed manager of the Danforth Farmers Elevator Co.'s elevator, succeeding J. W. Overacker, resigned, who has been manager ever since the organization of the company over 25 years ago. As reported in the Aug. 24 Journals, Mr. Overacker and Mr. Stout have leased elevators at Appel Siding (Herscher p. o.) and at Herscher, Ill.

Minonk, Ill.—The upper half of one side of U. B. Memmen & Co.'s elevator gave way on Sept. 28, letting out between 3,000 and 4,000 bus. of corn. A passerby had noticed grain seeping thru a small opening and had notified Mr. Memmen and together they had made an effort to repair the leak. They had just left when the side of the building gave way. Over 6,000 bus. of corn had been stored in the elevator during the previous three days. A leaky rain spout had caused the wood in that part of the elevator to rot and the pressure of the corn proved too much for it.

Savanna, Ill.—Three bins in the recently renovated elevator opened here by the Stratton Grain Co., of Chicago, split and emptied on the ground on Sept. 29, with about 1,000 bushels sliding into the river. The house had not been in use for a few years, however the bins were not overloaded. As the first tank started to give way the grain was immediately drawn off; then the two adjoining bins split under the strain. Practically all of the grain was recovered and shipped to Chicago, where it graded No. 2. The terminal is running on full time again.

CHICAGO NOTES

The rate of interest for advances on Bs/L for October has been fixed at 6% per annum.

W. N. Eckhardt, formerly of Pope & Eckhardt Co., will depart next week for southern California, where he will spend the winter.

Recently at Bloomington, Ill., Peter B. Carey, and at Hammond, Ind., Frank H. Clutton, before the Hammond Chamber of Commerce, addressed business and agricultural men defending the Board of Trade and showing how farmers keep in close touch with grain exchanges.

The dust explosion hazard com'te of the National Fire Protection Ass'n has scheduled a meeting here on Oct. 17-18. Eugene Arms, manager of the Mutual Fire Prevention Bureau, Chicago, and John Butt, manager of John S. Metcalf & Co., grain elevator engineers and contractors, will lead the discussions.

The annual Board of Trade Golf Tournament is to be held on Oct. 12 at Glen Oak Country Club. In addition to the tournament the Board members present will dine together at noon and in the evening. A prize is to be awarded someone in every foursome. Humorous entertainment is to be provided following the dinner.

W. H. Gassler, superintendent of the Calumet Elevators operated by Rosenbaum Bros., announces the resumption of regular monthly meetings of the Chicago Territory Chapter of the Society of Grain Elevator Superintendents of North America, beginning this month. Several fine speakers will appear before this group during the winter months.

Recent new members of the Board of Trade include Thomas G. Hope and Thomas F. Bush. Memberships transferred: Clarence J. Blaker, Edward W. Flanagan, Vern Kennison, Jules S. Bache, Gerald C. Henderson, Paul Schwarz, Charles H. Tourtelot, Morton F. Stern, Estate of Edward C. Portman, W. Collier Estes, Heber Hord, Edward F. Bowman Jr., Estate of Philo B. Miles, Edward C. Warner, Louis C. Thran. Admitted to partnership: Logan & Bryan, Mifflin W. Washburn; Harris, Upham & Co., New York City, Casper C. de Gersdorff. Retired from partnership: Harris, Upham & Co., Donald McL. Miller. Change in registration of members: George A. Seaverns registered for own account (was registered for Seaverns & Co.); Donald McL. Miller registered for own account (was registered for Harris, Upham & Co.); Martin H. Milek registered as sec'y Lynch & McKee Co. (was registered for own account); Joseph Z. Miller registered for own account (was registered as sec'y Lynch & McKee Co.)

INDIANA

La Porte, Ind.—We have recently installed a feed mixer.—Pinola Co-op. Co., C. S. Levensdoski, mgr.

Rockville, Ind.—The Parke County Farm Bureau Co-op. Ass'n has installed a new hammer mill at its plant.

Metamora, Ind.—The Metamora Roller Mills, Joe Clark & Son, proprietors, are now Metamora Roller Mills, Inc.

Lebanon, Ind.—The Lebanon Grain Co. has added a new Sidney Combined Corn Sheller and Cleaner to its equipment.

Waterloo, Ind.—The Waterloo Flouring Mills have installed an electric generator, a 60-h.p. diesel engine and other new equipment.

Goodland, Ind.—The Goodland Grain Co. is again a member of the Indiana Grain Dealers Ass'n after being out of the fold for a year.

Evansville, Ind.—The Mead Johnson Co. has equipped its plant with a Randolph Steam Drier. The plant is now operating on soy beans.

Aylesworth (Kouts p. o.), Ind.—Mail addressed to the Porter County Farm Bureau is returned marked "Unclaimed—unknown." The bureau was reported in June as having leased the Aylesworth Elevator and opened it for business.

Berne, Ind.—The Berne Equity Exchange has installed a new Sidney Feed Mixer.

Curtisville, Ind.—The elevator at this point owned by the Windfall Grain Co. has been sold to the Consolidated Grain Co. for \$5,500 cash by John Higbee, of Elwood, receiver for the Windfall Co. The judge has approved the deed and ordered 10% dividends to all creditors whose claims were satisfactorily approved.

Decatur, Ind.—The manufacture of feeds has recently been started by the Reed Elvtr. Co. (the incorporation of which was reported in the Aug. 10 Journals), with J. J. Reed, pres. of the company and mill manager, in charge of the buying and J. H. McMaken, sec'y-treas., advertising and sales manager. Educational meetings for customers are being conducted by the company.

Jolietville (r. d. from Westfield), Ind.—Harry McVey, formerly with the McVey-Goodrich Co. (now operated as the Jolietville Milling & Grain Co.) for several years, is reported to have brought suit against the McVey-Goodrich Co. and the Goodrich Bros. Co., asking judgment for \$5,400 growing out of a contract which he claims to have had with the company when he managed its elevator here.

Portland, Ind.—Finch & Weisel Elvtr. Co., incorporated; capital stock, 250 shares at \$100; incorporators: John Weisel, Sarah H. Finch, Oscar T. Finch and Clara E. Weisel; to deal in grain and other agricultural products. The Equity Elvtr., established several years ago as a farmers co-operative, has been taken over by the company, which will also conduct the grain, feed and coal business here, which has been owned by Mr. Finch.

Indianapolis, Ind.—Since my last bulletin I have gone over with the officials of the Public Service Co. of Indiana (including the Northern Indiana Power Co.) the extensive data they secured from the survey of power rates I requested them to make thruout Northern Indiana. Much to my disappointment, I found that the "block" schedule of rates now available at certain points, would not prove to be any reduction in existing rates to a majority of power users. To the contrary, it would mean an increase to many users. The "block" schedule is practically 10% higher than the "south system" schedule. The latter schedule rate on the first 1,000 KWH is 4c per KWH, while the "block" schedule for the same amount is 4.4c per KWH. I feel that the only hope for relief now in power rates is to install other power than electricity, or to go together with other users in your territory in filing a petition with the Public Service Commission, asking for reduced light and power rates. Because of the decision of the Supreme Court in the Martinsville case, and, in spite of the efforts of the power rate com'tee of this ass'n and your sec'y, we are unable to secure for our members in northern Indiana, a uniform reduction in power rates, as we had hoped. If we can be of any help to you in getting up a local petition for lower power rates, don't hesitate to call on us.—Fred K. Sale, sec'y Indiana Grain Dealers Ass'n.

IOWA

Morrison, Ia.—The Farmers Co-op. Elvtr. Co. is erecting a corn crib for ear corn.

Winfield, Ia.—The Winfield Elvtr. & Supply Co. has renewed its articles of incorporation for 20 years.

Griswold, Ia.—Fred Krisinger, who operates the Griswold Mill, has added an oat huller to his feed equipment.

Albia, Ia.—The Wilkins Grain Co.'s elevator was broken into by thieves last month, who took six sacks of flour, but disturbed nothing in the office.

Colo, Ia.—The Farmers Grain Co.'s elevator office was entered by burglars during the night of Oct. 5, who battered the dial off the safe and stole about \$100 in cash.

Western Grain Dealers Mutual Fire Ins. Co.

Hubbell Bldg. Des Moines, Ia.

Call or Wire

Our Expense for Immediate

Protection on

Elevators — Grain — Dwellings
Lumber Yards—Merc. Property

Estherville, Ia.—John Greig has moved his grain offices from the Rhodes Block to his grain elevator near the M. & St. L. R. R. track.

Central City, Ia.—The Farmers Exchange recently installed a new dump and also put in a series of chutes at the elevator at the mill to facilitate the handling of feed.

Fort Dodge, Ia.—The Farmers Feed Mill has opened a produce station where it will exchange flour, feed and other products wanted by farmers, for cream, eggs and poultry.

Guernsey, Ia.—L. B. Lowrey, former grain dealer at this point and at Waverly, died at his home in Duluth, Minn., the third week of September, at the age of 86 years.

Mount Union, Ia.—A warehouse for the storage of gasoline and motor oils has been erected by the Farmers Elvtr. Co. on the site of its elevator that burned several months ago.

Council Bluffs, Ia.—The Farmers Terminal Elvtr. is now installing two 750-bu. per hour Randolph Direct Heat Grain Driers, which will be equipped with combination gas and oil burners.

Faulkner, Ia.—The Wilder Grain Co. will not operate its local elevator this coming year. Charles Schachterle, who has managed the elevator for several years past for the Wilder Co., has leased it.

Green Mountain, Ia.—W. J. Lynch, manager Farmers Elvtr. Co.'s elevator here, had his papers certified as nominated on the Independent ticket for state senator from Marshall County.—Art Torkelson.

Boyd, Ia.—The Farmers Co-op. Elvtr. Co.'s elevator burned at 2:30 a. m. Oct. 1; loss, \$50,000; 40,000 bus. of grain, two warehouses containing feed and two box cars were also destroyed.—Art Torkelson.

Atlantic, Ia.—The office of the Atlantic Mill & Elvtr. Co. was entered by night prowlers, either Oct. 1 or 2, who got but little plunder for their pains but who did some damage to office equipment.—Art Torkelson.

Council Bluffs, Ia.—A. H. Schreiger, an employee at the Uptake Grain Corp.'s elevator, was overcome by fumes recently when he was lowered into a pit containing chemically treated wheat, to obtain a sample of the grain. He was revived by a physician.

Reasnor, Ia.—The elevator built in 1877, owned by Eugene Bean for 45 years, abandoned for the use of grain about six years ago and sold to R. B. Jackson last month, will be torn down and the lumber used by Mr. Jackson on his farm.

Charles City, Ia.—The elevator of the Farmers Grain Ass'n was sold to the highest bidder, Julius Huxol, who offered \$3,550, early this month. The members voted to discontinue the business and the property was sold to enable the trustee to turn the proceeds over to the stockholders.

Elma, Ia.—T. A. Pfund, formerly manager of the Farmers Elvtr. Co.'s elevator at Hawkeye, Ia., for eight years, and who has been operating a feed grinding business at Lanesboro, Minn., for a short time, has been appointed manager of the Howard County Equity Ass'n's elevator here.—Art Torkelson, with Lamson Bros. & Co.

Burlington, Ia.—While at work on the new storage addition of the Trans-Mississippi Elvtr., A. C. Anderson was injured in an accident recently and taken to the Mercy Hospital, where it was said his hip was injured. Melvin Fox, another workman, received a head injury when a pin from the piledriver fell and struck him, and he also was taken to Mercy Hospital.

Burlington, Ia.—Contract for the 500,000-bu. addition to the C. B. & Q. elevator here, operated by the Trans-Mississippi Grain Co., was awarded to the Burrell Eng. & Const. Co. This new addition will be 100 feet south of the present elevator, with which it will be connected by an inclined conveyor bridge and concrete tunnel. The gallery above the tanks of the addition will be full daylight, single strength glass and steel sash will be used. Work was started Sept. 28, to be completed Dec. 10.

Emmettsburg, Ia.—Ed Kane, manager of the local Quaker Oats Elvtr., on Sept. 27 received many bruises on his body and a severe gash on the head when the cable that held the weights of the manlift broke as he was going to the top of the elevator on the lift. He managed to cling to the ropes for a few minutes but lost his hold and fell a distance of 30 feet. He was taken to the hospital in an unconscious condition, but it was found later that his condition was not as serious as at first feared.

KANSAS

Missler, Kan.—The Geo. E. Gano Grain Co. contemplates the erection of a 40,000-bu. elevator here.

Severy, Kan.—Fred McIntyre started operation of his new mill for grinding cornmeal late in September.

Bronson, Kan.—The Bronson Grain Co. recently remodeled a granary into a truck house and re-roofed the office of its elevator.

Independence, Kan.—Goffe & Carkener, Inc., have opened a branch wire office here, giving the company 13 offices in Kansas and Nebraska. Gray Webster will manage the local office.

Smith Center, Kan.—The Derby Grain Co. has under construction an addition to its elevator having a capacity of 20,000 bus., giving the company a total capacity of 54,000 bus.

Kingman, Kan.—Jack Scofield, manager of the Consolidated Flour Mills Co.'s elevator at Sylvia the past summer, has been transferred to this point, where he will buy wheat for the company's mill here.

Sylvia, Kan.—Kenneth Kiemel, employed at the elevator of the Consolidated Flour Mills Co., has been promoted to manager, succeeding Jack Scofield, who has been transferred by the company to Kingman.

Alexander, Kan.—It is reported that Ream & Webs have leased the elevator from Mr. Howard, also taking over the stock of feeds and oil and gas. Last July it was reported that Mr. Howard took over the business from Ream & Webs.

Spearville, Kan.—Robert L. Hull, a farmer near Dodge City, has traded his farm for property in this town and has moved his wheat cereal manufacturing plant, which he has operated for two years, to this point, where he will continue to operate it.

Manvill (Hiawatha p. o.), Kan.—The elevator here owned by Strahan Bros., who operate the Farmers Elvtr. at Hiawatha, also, burned at 2 a. m., Sept. 21. There was no grain in the house at the time of the fire, as no new crop had yet been delivered.

Attica, Kan.—Milton Harrel, while working alone at the Ely Elvtr. recently, either fainted or accidentally fell partly into one of the pits and was seriously injured. His head was badly bruised and he sustained internal injuries. At last reports he was improving.

Marysville, Kan.—E. W. Bergman, who has been farming near here and who has served as mayor of Marysville, has been appointed manager of the Farmers Union Elvtr., succeeding James White, who has joined his brothers in the operation of a filling station.

Medora, Kan.—The 5,000-bu. elevator here owned by the Buhler Mill & Elvtr. Co., of Buhler, was damaged by fire Sept. 26, which originated from a defective motor, it was reported; loss, about \$300; covered by insurance. Two workmen were burned but not seriously.

Hugoton, Kan.—The fire extinguisher inspectors who have been preying upon the elevator operators of this state visited this station last week, but were denied the coveted privilege of inspecting the extinguishers of the Security Elvtr. Co., or of removing the extinguishers for "repairs."

Scranton, Kan.—A. A. Numbers, who has been manager of the Farmers Co-op. Elvtr. Co.'s elevator for the past 12 years, has resigned and has been succeeded by Paul Jones, of Parkville, Mo., who was formerly employed at the local elevator. Mr. Numbers will retire from active business and make his home with his children, in Melvern, Kan.

KANSAS ELEVATOR CO.

TOPEKA, KAN.

Storage Capacity 750,000 Bus.

Buyers and Sellers of Milling Wheat
and Coarse Grains

Phone or Wire

Adair-Morton Grain Co.

Wichita, Kansas

WHEAT-CORN-OATS-KAFIR

KENTUCKY

Clinton, Ky.—The Star Milling Co. is installing up-to-date machinery for the loading, unloading, shelling and conveying of corn.

Nolin, Ky.—Thompson Bros., of Cub Run, Ky., have bot the Nolin Milling Co.'s plant from C. Morrison, who acquired the property several years ago.

Lebanon, Ky.—Louis Begemann completed the building of his grist mill and opened for business on Oct. 5. The mill has been provided with up-to-date equipment.

Louisville, Ky.—Harry A. Volz, head of S. Zorn & Co., grain dealers, on Oct. 1, lost his wife, Mrs. Edith Worthington Volz, who had been ill for six years.—A. W. W.

MARYLAND

BALTIMORE LETTER

Goldsborough Bros., for over 30 years in the grain brokerage business in this market, have retired from business.—R. C. N.

Mrs. Mary Holland Dudley, mother of Frank S. Dudley, head of Dudley & Carpenter, grain commission merchants of this city, died Oct. 6.—R. C. N.

Chief Grain Inspector David H. Larkin celebrated his wedding anniversary on Sept. 28 with a family dinner at his home in Severna Park, Md.—R. C. N.

Charles Peterson, supt. of the Simonds-Shields-Lonsdale Grain Co.'s elevator at Kansas City, Mo., and a brother of the late J. A. Peterson, manager of the Western Maryland Elvtr., was a Baltimore visitor Oct. 6.—R. C. N.

The fourth annual Baltimore Live Stock Show will be held at the Union Stock Yards Oct. 18 to 21. Nearly 200 carloads of fat cattle, besides entries of hogs and sheep from practically every state east of the Mississippi, will be on exhibition.—R. C. N.

George E. Morrison, head of the grain and hay firm of George E. Morrison & Co., who was reported in the Aug. 24 Journals as undergoing treatment in a sanitarium at Sabillasville, Md., for a nervous breakdown, is back at his office, fully recovered, after a two months' absence.

Charles P. Blackburn, pres. of C. P. Blackburn & Co., Inc., announces that this organization will retire from the grain business about Nov. 1, after a successful operation of a little over 50 years. Mr. Blackburn, after the affairs of his concern are cleaned up, will travel abroad. This house has been affiliated for years with the principal grain associations, and in the days when the grain trade was unhampered by Governmental interference, shipped huge quantities of grain to the leading markets of Europe, where it had extensive connections.—R. C. N.

MICHIGAN

The Michigan Bean Jobbers Ass'n has a lady member, Mrs. Metheny, of Lapeer.

Silverwood, Mich.—Only \$1.15 was the loot obtained by burglars who entered an elevator office here during the night of Sept. 28.

The Genesee County Elvtr. Ass'n, which was organized two years ago, now has 28 members and has been admitted to membership in the Michigan Bean Jobbers Ass'n.

Mayville, Mich.—Gaining entrance thru an unlocked window, thieves obtained \$18.50 from the cash drawer of the Michigan Bean Co.'s elevator during the night of Sept. 28. Apparently they did not try to open the safe.

Cheboygan, Mich.—The idle plant of the Cheboygan Flour Co., the original cost of which was \$100,000, burned at 3:30 a. m. Sept. 21; the building had been used for storage purposes since milling was discontinued several years ago.

Snover, Mich.—The Snover Grain Co. has become affiliated with the Michigan Bean Co., of Saginaw. Frank E. McGunegle, who has been manager of the Snover Grain Co. since its organization in 1913, will remain as manager of the elevator.

Columbus, Mich.—The Columbus Elvtr. Co.'s elevator, hay and coal sheds burned Sept. 26; loss, approximately \$35,000; insured. The fire was believed to have started from sparks from a gasoline engine used to operate the elevator machinery. Matthew Burke, his son, James Burke, and John O'Donnell were the owners of the property.

Oakley, Mich.—Neal Norman, former manager of the Christian Breisch Co.'s elevator, has opened an elevator in the Michigan Central freight house and will do business under the name of the Oakley Bean & Grain Co. New machinery has been installed and much repair work done. Mr. Norman will conduct a general elevator business and also handle coal.

MINNESOTA

Lewiston, Minn.—A composition roof has been put on the west elevator of the Lewiston Elvtr. Co.

Berner (Gonvick p. o.), Minn.—A new feed mill has recently been completed here for Matt Berg.

Swift Falls (r. d. from Benson p. o.), Minn.—It is expected that the 40-barrel mill of Garford Industries will be re-opened soon.

Utica, Minn.—The Cargill Elvtr., formerly known as the Farmers Grain Co.'s elevator, burned last month; loss estimated at several thousand dollars.

St. Paul, Minn.—Capital Flour Mills, Inc., on Sept. 15 completed its 150,000-bu. storage annex, mentioned in the Aug. 24 Journals. Barnett & Record Co. had the contract.

Steen, Minn.—The Edmonds, Londergan Co.'s elevator burned at 4 a. m. Sunday, Oct. 2, together with about 20,000 bus. of grain; loss, \$8,000.—Art Torkelson, with Lamson Bros. & Co.

St. Paul, Minn.—Benjamin J. Loague is the new manager of this branch office operated by James E. Bennett & Co., Chicago. Harry Miles De Montreville is chief clerk. The office is located in the Pioneer Bldg.

Montgomery, Minn.—On Sept. 29 fire was discovered in the wheat department of the Commander Milling Co.'s plant here and before it was extinguished considerable damage had been done by water to machinery and flour. The fire loss was small.

Slayton, Minn.—S. H. Stephenson is the manager of the local branch of J. G. Dill Co. (headquarters Wabasha, Minn.), owners of the 25,000-bu. elevator which this company has been operating heretofore under the name of the R. E. Jones Co.

Battle Lake, Minn.—The Battle Lake Flour Mills are ceiling the interior of their mill building, also re-arranging the boiler room and building an addition to house their trucks and automobiles. Later on they plan to install feed mixing equipment.

MINNEAPOLIS LETTER

F. A. Hubbs has recently connected with William Dalrymple Co. of this city, as vice-pres. in charge of country elevator accounts. Mr. Hubbs was formerly with Bartlett Frazier Co.

P. P. Quist, Minnesota State Weighmaster, was retired on pension at half pay on Oct. 1, after having held that position since 1901. His successor is Harry A. Dahlquist, who has had 20 years' experience in grain inspection work and was made chief deputy inspector at St. Paul in 1931.

Kellogg B Elvtr. will be operated as a public elevator by the Kellogg Grain & Elvtr. Corp., of Buffalo, N. Y., a subsidiary of Spencer Kellogg & Sons, of this city. Arthur C. Cobb, in the grain trade here for a number of years, will have charge of the local office of the corporation, which was opened late in September.

It is reported that H. C. Mathews, office manager of the state grain testing mill, disappeared on Sept. 28 and that a \$2,000 shortage has been found in his accounts. He has been office manager since Oct., 1931. This small mill is maintained in this city by the Minnesota Dept. of Ag. for testing wheat and producing some feed and flour for state institutions.

The election of officers of the Chamber of Commerce, held Oct. 6, resulted as follows: Pres., P. B. Getchell; first vice-pres., A. F. Owen; second vice-pres., Frank J. Seidl. Directors for two-year term: W. C. Helm, F. C. Smith, W. H. Mills, J. A. Mull, G. S. Wilson. One-year term: J. R. Stewart. The other directors are: J. C. Wyman, G. K. Labatt, H. J. Moreton. Board of arbitration: C. E. Lockerby and J. H. Stadon for two-year terms. Board of appeals: E. L. Doherty and M. W. Smith, for two years.

MISSOURI

St. Louis, Mo.—The Merchants Exchange has appointed T. G. Walton assistant traffic commissioner of the exchange.

St. Louis, Mo.—On Oct. 1 A. T. Sindel, for the past four years assistant traffic commissioner of the St. Louis Merchants Exchange, took over the duties of traffic commissioner, succeeding Edward P. Costello, who resigned recently, as reported in the Sept. 14 Journals.

KANSAS CITY LETTER

Mrs. Anna K. Hamm, widow of Richard B. Hamm (who was a member of the grain firm of P. T. Hamm & Co.), died at her home in this city on Sept. 20, at the age of 85 years. She is survived by one son.

It is rumored that efforts are being made to finance the building of a grain elevator for loading barges at the new city wharf, and that two tentative sites are under consideration, the elevator to be erected by next spring. A freight escalator and traveling crane for freight handling will be installed at the wharf in March, preparatory to the opening of Missouri River navigation Apr. 1.

Kansas City, Kan.—In order to make possible the erection of a 2,000,000-bu. grain elevator on Kaw Point, a delegation, including the mayor and a city attorney, gave assurance to the Reconstruction Finance Corp. in Chicago, last month, that a long-term lease can be given by the City of Kansas City, Kan., to a borrower from the R. F. C. for the erection of an elevator on the public levee.

On account of the increase of weevily wheat in this market, buyers have warned shippers that they may have to increase the discount at which it is bot in order to protect themselves against the added cost of treating such wheat. It was reported that $\frac{1}{4}$ c per bu. would be charged, regardless of the protein content of the wheat. As many flour mills will not handle weevily wheat, the sale for such grain is restricted in this market and shippers would do well to treat their wheat before shipping it.

MONTANA

Conrad, Mont.—The Conrad Mercantile Co. has leased its elevator, operated under the name of the Conrad Grain Co., to L. L. Dean, a grain buyer of this section, who has taken a lease for several years.

Malta, Mont.—Community leaders here are discussing re-opening the flour mill as a measure of home farm relief. At the present market price for wheat farmers can not afford to sell, and they could bring their wheat to the mill and have it ground into flour at a nominal cost. The mill has been idle for 10 or 12 years, and the machinery would have to be renewed. The building is in good repair.

NEBRASKA

Humphrey, Neb.—Anti-friction bearings have been installed at the elevator of the Farmers Co-op. Grain & Lbr. Co.

Omaha, Neb.—Lance Jones, formerly of Dolphin-Jones Grain Co., died at his home in Creighton, Sept. 25, at the age of 55 years.

Thurston, Neb.—The Heyne Lbr. Co. has bot the Farmers Elvtr. Co.'s elevator at this point. Jim Rihanek, manager of the elevator, will remain in charge.

Gibson, Neb.—The Nebraska-Iowa Grain Co. has equipped its elevator with a 750-bu. per hour Randolph Direct Heat Drier, which is operating on oil as fuel.

Albion, Neb.—The T. B. Hord Elvtr. at this point has been purchased by S. A. Savidge and Earl Woodworth, who took possession Oct. 1. Later they expect to install feed equipment.

Kearney, Neb.—The alfalfa mill in the west end section of this city has just been remodeled and repaired and will again be operated after being practically idle for three years. Fred Edney will be manager, under the owner, Carl Beard, both of Lewellen. The new company that will operate the mill will be known as the Kearney Alfalfa Milling Co. The plant will grind alfalfa and sell feed compounds of this product.

Stratton Grain Company

ST. JOSEPH, MO.

Southwestern Wheat and Corn
Operating Stratton Elevator
2,000,000 Bus. Capacity

Roseland, Neb.—An empty coal shed on the Jones-Mangus Elevtr. Co.'s premises burned during the night of Sept. 20. It was that the fire was caused by tramps who may have slept there.

Omaha, Neb.—The annual meeting of the Nebraska Grain Dealers Ass'n is dated for Friday, Nov. 4, 1932, at the Fontenelle Hotel, this city. A preliminary meeting of just members will be held at 11 a. m. for the transaction of business. The regular program to which all dealers are cordially invited will open at 1:30 p. m. A program is being prepared which will appeal strongly to the grain buyers. It will deal ably with problems pertaining to their business and outline the scope of future activity for the organization. Keep the date in mind and allow nothing to interfere with your coming.—J. N. Campbell, sec'y.

NEW ENGLAND

Southbury, Conn.—The feed business of H. R. Stone has been bot by Chas. M. Cox Co., of Boston, which company will continue it under the name of the Southbury Grain Co.

Boston, Mass.—A group of grain men of the Boston Grain & Flour Exchange was entertained by Charles B. Boynton, Boston grain agent of the Boston & Albany Railroad, at his summer home at Greenwood, on Oct. 1.

NEW MEXICO

Farley (Mount Dora p. o.), N. M.—Chapman & Blanke, of Branson, Colo., are joint partners and owners of the new elevator just erected here, making the third elevator for Farley.

NEW YORK

New York, N. Y.—On Oct. 20 four regular memberships and five associate memberships will be auctioned on the Produce Exchange floor.

Buffalo, N. Y.—John D. Shanahan, with the grain inspection division of the Grain Stabilization Corp. for the past two years, has resigned.

Albany, N. Y.—The first export of grain from the new Port of Albany Elevtr. got under way Sept. 19, when the S. S. Munmotor, arriving from New York City, began the transfer of 100,000 bus. of flaxseed from the elevator to the ship's hold. The vessel was scheduled for Philadelphia.

Walton, N. Y.—Crawford Bros. Feed Mill, which dates its origin back to 1797, burned at 4:20 a. m. Sept. 17; loss, over \$100,000; insurance, about \$51,000; the contents of the mill at the time of the fire were approximately 30,000 bus. of wheat, corn, oats and barley and 1,500 tons of mixed feed. Since 1925 Crawford Bros. have done a large business in making their own molasses feeds. At last report the company was undecided whether to enlarge another building it owns here, to care for the manufacture of its molasses feeds or to do this work in Norwich, where it has a building with suitable switching facilities.

Albany, N. Y.—It is probable that construction of the \$100,000 feed mill, reported in the Journals last number to be started at once, will be delayed until next spring by the Co-op. G. L. F. Plans were drawn up, approved by the Albany Port Commission and then forwarded to the State Labor Department, where they were disapproved. Changes were ordered by the department, involving windows, doorways, size and numbers of stairways, fire escapes and ventilation facilities, it is reported, and the federation and contractors are said to have refused to comply with the labor department's rulings for the changes to meet regulations of the industrial and safety code.

NORTH DAKOTA

Tolna, N. D.—Peter Knapp installed a magnetic separator recently.

Arthur, N. D.—A new up-to-date head drive was recently installed by the Farmers Elevtr. Co.

Carrington, N. D.—Carrington Grain Co. has put in a magnetic separator ahead of its feed mill.

Watford City, N. D.—Recent repairs made at the Farmers Elevtr. Co.'s elevator were made by the T. E. Ibberson Co.

Logan, N. D.—The elevator of the Minnekota Elevtr. Co. burned recently, containing a considerable amount of grain.

Dickinson, N. D.—The local plant of the Russell-Miller Milling Co. has closed for the season.

Schurmeir (Grand Forks p. o.), N. D.—Louis Gjere is moving his elevator from this point to Hatton, where he will annex it to his elevator there, operated as the Cando Grain Co.

Tower City, N. D.—The elevators of the Farmers Grain Co. (F. C. Bannister proprietor) and of the B. C. Hanson Co. burned late in September, the loss, including that of the Elite Hotel also, amounting to \$37,000.

Hatton, N. D.—The storage capacity of the Cando Grain Co.'s elevator is being increased by Louis Gjere, proprietor, who is moving his elevator at Schurmeir to this point and annexing it to his local elevator.

Granville, N. D.—Claimants in the insolvent Granville Farmers Elevtr. Co. were paid off in full, Sept. 17, by the State Railroad Commission, acting as trustee. The money was collected without litigation from the bonding company that executed the warehouseman's bond for the company.

OHIO

Nevada, O.—The Farmers Grain Co. is installing a new Sidney Standard Seed Cleaner.

Shelby, O.—The Shelby Equity Exchange Co. recently installed a new truck dump at its elevator, also a corn sheller and cleaner.

Kimbolton, O.—The old waterpower mill here has been re-opened after a shutdown of nearly two years. The power is aided by an auxiliary steam engine.

Columbus, O.—Starting with a luncheon at noon, at the Deshler Hotel, the Ohio Grain, Mill & Feed Dealers Ass'n will hold its annual fall meeting in this city on Oct. 19.

Wapakoneta, O.—The Detjen Grain Co. has completed the construction of a new elevator on the site formerly occupied by Haus & Bitler's elevator that burned about a year ago.

Cambridge, O.—The Cambridge Milling Co. has been issued a permit for the construction of a three-story brick building on the site of the flour mill that burned in July, as previously reported.

Toledo, O.—J. A. Streicher & Co., with offices in the Ohio Bldg., is a new grain firm recently organized by J. A. Streicher, former member of J. F. Zahm & Co., which has discontinued business.

Canfield, O.—The C. H. Neff Flour Milling Co. is a new unit recently added to the Neff enterprises, which consisted of a feed mill, lumber yards and planing mill. The flour mill, B. F. Helsel superintendent, is located near the other units.

Fletcher, O.—Thieves who ransacked the office of the Fletcher Grain & Supply Co. during the night of Sept. 21 got nothing, as no money is ever left in the office over night and the safe is always unlocked. Entrance was gained by breaking a rear window.

Cleveland, O.—Dry Mola Products, Inc., of which Theodore Black is the head, was recently incorporated to manufacture feeds. Machinery is being set up on the ground floor of a large building in which the new concern has taken 20,000 square feet of space.

Toledo, O.—The Clover Leaf Elevtr. was purchased by me [as reported in the Aug. 10 Journals] and is operated under the same name as before. Carl Pauken is superintendent. New machinery has been installed, and we are operating it with oats as our specialty. The business of the Metamora Elevtr. Co. [of Metamora, O., also owned by Mr. Rice] will be handled thru this house, which is going strong.—S. V. Rice. [The Clover Leaf Elevtr., capacity 200,000 bus., was formerly owned and operated by J. F. Zahm & Co., now out of business.]

Wooster, O.—The Wooster Feed Mfg. Co. recently improved its equipment by the addition of an oat huller, furnished by the Sidney Grain Mchy. Co.

OKLAHOMA

Pauls Valley, Okla.—Construction of a 2,000-ton capacity warehouse is under way by the Pecos Valley Alfalfa Milling Co., the building to be equipped with up-to-date conveyors. A new grinder, which will add 50% to the capacity of the mill, will be installed in the mill proper.

PACIFIC NORTHWEST

Salem, Ore.—Feed machinery is being installed in a new building here, but the company's name has not yet been announced.

Seattle, Wash.—Stating protein content of wheat in terms of a uniform moisture content has been adopted by the Seattle Merchants Exchange as standard practice.

Kennewick, Wash.—The rumor that the Kennewick Flour Mills were to be sold to the Commander-Larabee Milling Corp. is branded as untrue by the Kennewick company.

Pendleton, Ore.—It was reported recently that the Collins Flour Mills were to become the property of the Commander-Larabee Milling Corp., but locally the report is not believed and has not been confirmed.

Heppner, Ore.—Directors of the Heppner Farmers Elevtr. Co. have made an assignment to the principal creditors. R. A. Thompson, J. J. Chisholm and W. A. Kearns were named trustees under the assignment.

Okanogan, Wash.—C. E. Blackwell & Co. have under construction a new feed mill, consisting of a five-story steel and concrete building, equipped with up-to-date machinery. The capacity will be 1,000 tons per month at the start.

Salem, Ore.—A number of improvements have been made at the feed plant of E. B. Barkus & Son, including new flooring, new roof and installation of several new machines, among them being a batch mixer and an oat huller. The office was also greatly improved.

Portland, Ore.—A complete feed mill is being installed at the plant of the Columbia Milling Co., subsidiary of the Centennial Flouring Mills, of Seattle, Wash. Flour milling was discontinued at the plant some time ago, and the feed mill will utilize the building and storage facilities.

Portland, Ore.—As the first unit of contemplated expansion, the Triangle Milling Co. is erecting a new building, 75x116 feet, that will double its grain storage facilities, having a capacity of 1,000 tons of bulk grain. No machinery will be installed in the addition at present. New office quarters will be provided in the building.

Yakima, Wash.—Central Washington feed dealers and hay shippers are scheduled to hold a meeting, the main purpose of which is to consider the problem of the hauling of hay and other farm produce by trucks, Oct. 12, which will include dinner. Floyd Oles, manager of the Feed Dealers Ass'n of Washington, has devoted some time to working out a program, which, it is hoped, will be successful in regulating, to some degree at least, the truckers who are hauling across the mountains.

PENNSYLVANIA

Philadelphia, Pa.—Recent applicants for membership in the Commercial Exchange include Joseph L. McAleer, Jr.

Philadelphia, Pa.—Philip R. Markley, vice-pres. of the Commercial Exchange, is back on the job again, after his recent illness.

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Lebanon, Pa.—The Freeport Roller Mill has been re-opened by its owners, H. C. Jones & Son, feed and flour merchants of this city.

Meshoppen, Pa.—G. Arden Tewksbury and Ernest M. Plinck are the new owners of the old White Mill, which has been operated by Sterling & Sherwood for several years past.

Philadelphia, Pa.—The management of the feed department of James J. Rodgers, broker, has been taken over by Frank J. Montmore, who has been connected with the firm for a number of years, and the attention of Mr. Rodgers will be given entirely to flour hereafter.

SOUTH DAKOTA

Custer, S. D.—A storeroom is being added to the Newberg Grain & Feed Exchange.

Manchester, S. D.—C. G. Buchele, of Bellingham, Minn., has been appointed manager of the Atlas Elvtr. Co.'s elevator here, succeeding B. E. Nostrom.

Corona, S. D.—The death of W. W. Stapleton, former manager of the Empire Elvtr. Co.'s local elevator, occurred recently, following a long illness. He was 77 years of age.

Wallace, S. D.—George Fjeld, formerly second man in the Equity Elvtr. at Ellendale, N. D., is now manager of the local elevator of the Tenney Co., headquarters Minneapolis, Minn.

Redfield, S. D.—The late A. Versteeg has been succeeded by F. A. Adamek as manager of the Redfield Co-op. Mills, which company has two elevators and does a country elevator business.

Flandreau, S. D.—The Moody County Farm Grain Storage Ass'n has been organized, with the following officers: Pres., Herman D. Eilers; vice-pres., Will Dailey; sec'y-treas., C. W. Bradish.

Roscoe, S. D.—The Roscoe Farmers Elvtr. Co. recently appointed as manager of its elevator Ed Burnett, who was manager of the Farmers Elvtr. Co.'s elevator at Columbia, S. D., for 22 years.

Bradley, S. D.—W. H. Roberts is the new manager of the Woodworth Elvtr. Co.'s elevator. He was formerly manager for the Bradley Grain Co. and later for the Farmers Elvtr. Co., both of these companies now being out of business.

Bushnell, S. D.—Donald Schulte, who has been manager of the Geo. P. Sexauer & Son's elevator here for the past two months, died late in September from blood poisoning, which developed from a scratch on his hand when infection set in. He was only 20 years of age.

SOUTHEAST

Terra Alta, W. Va.—The Alpine buckwheat flour mill, which was to have resumed operations in about a week, after being idle for two years, burned early in the morning of Sept. 17; loss, \$15,000; insurance, \$3,000. The plant was recently leased by J. C. Leach, of Myersdale, Pa.

Troy, Ala.—Major H. Rodgers, who has conducted a feed mill in connection with his grain and produce business for several years, has equipped his plant with a new roller mill for grinding cornmeal, which is housed in a new two-story building. The plant has also been equipped with a 150-h.p. natural gas engine.

TENNESSEE

Nashville, Tenn.—The Tennessee Cereal Co. has been operating its new plant to full capacity since Sept. 1. It has a daily output of two carloads of wheat flakes. Chas. Highstreet is superintendent.

Lenoir City, Tenn.—The Old Town Creek Milling Co.'s plant resumed operations late in September, after being shut down for about six years. Feed, flour and meal will be ground. J. L. Boggs is manager.

Rutherford, Tenn.—A diesel engine of 112 h.p. was installed recently by the Rutherford Milling Co., replacing one of 75 h.p.

Watertown, Tenn.—The Watertown Grain & Feed Co.'s warehouse burned during the last week of September; loss, \$10,000; partly insured. The business was a stock company and was managed by H. H. Davis and R. C. Jennings.

Charleston, Tenn.—W. M. Nichol has purchased the Saulpaw Mill property near here, which has recently been operated by Mr. Hickey, of Chattanooga. Mr. Nichol, who was formerly identified with the grain business here, will make improvements and repairs on the property and will conduct a milling, feed, grain and lumber business.

TEXAS

Floydada, Tex.—Machinery is being installed at the new 50-barrel flour mill of the Boothe Mill & Elvtr. Co.

Gruver, Tex.—Robert Shapley has been appointed manager of the Texas Wheat Pool Elvtr. here, succeeding B. A. Becker.

Houston, Tex.—The Hendrick Grain Co.'s building burned early in the night of Sept. 20, together with its contents, grain, hay and chickens.

Sonora, Tex.—H. V. Stokes, manager of the Hall Feed & Grain Co., of this place, was married to Miss Nannie Casbeer, of Lampasas, Tex., on Sept. 24.

Farmersville, Tex.—The old milling plant formerly operated by Honaker Bros. has been equipped with machinery for a flour mill by J. B. Honaker.

Navasota, Tex.—The Barry Grain Co. has just moved from the quarters on Farquhar St. that it has occupied for 23 years to the Lott Bldg. on Washington Ave., just around the corner.

Huntton, Tex.—I am out of the grain business for this year, on account of poor health. I have a modern grain outfit here. Have been in the wheat game since 1886.—A. F. Brown.

Sherman, Tex.—The Kimbell-Diamond Milling Co. has completed its new warehouse and office building on E. Lamar St. that was under construction for about two months. The company has also erected a 50x100 foot ironclad building to house corn shucks and a baler.

Houston, Tex.—Meyer & Jockusch Trading Co. is a new firm here, composed of Felix Meyer, who for about 20 years was associated with Davison & Co., of Galveston, and Julius W. Jockusch, Jr., son of Julius Jockusch, of Galveston. The new firm has been admitted to membership in the Texas Grain Dealers Ass'n.

WISCONSIN

Chippewa Falls, Wis.—Clark Grain & Fuel Co. has installed a magnetic separator ahead of its feed mill.

Sheboygan Falls, Wis.—The Sheboygan Falls Co-op. Ass'n recently added to its equipment a 1-ton batch mixer.

New Richmond, Wis.—A 50-h.p. gasoline engine has been installed by the Huntingdon Roller Mills, Julius Johnson, proprietor.

La Farge, Wis.—The Farmers Wholesale Co., of Minneapolis, has appointed C. F. Major manager of its new feed and flour plant here.

Coleman, Wis.—Coleman Elvtr. Co., incorporated; capital stock, \$15,000; incorporators: Paul Maedke, Charles Antholt and Herman Leuman.

Durand, Wis.—The Livestock Shipping Ass'n of Durand has been consolidated with the Co-op. Grain & Feed Exchange, of which G. T. Wright is manager.

South Byron, Wis.—South Byron Shipping & Trading Co. recently installed a magnetic separator.

Pulaski, Wis.—The White Elvtr. Co., incorporated; capital stock, \$10,000; incorporators: R. Prokopovitz, Peter Servaes and I. G. Alk. This is an old established business.

Ladysmith, Wis.—Brown Bros., of Sheldon, have bot the stock and business of the Wise feed store and have been granted a permit to alter the building so that it will accommodate a feed mill.

Mauston, Wis.—Central Wisconsin Co-op. Warehouse Ass'n, incorporated; incorporators: Roy C. Walker, F. C. Mitchell and Joseph F. Sterba; to deal in grain, flour, building material and farm machinery.

Delavan, Wis.—Jacob Hetzel's mill, which burned in June and has been rebuilt, has been leased to the Farmers Wholesale Co., of Minneapolis, who re-opened it last week. The new proprietors will carry a full line of dairy feeds, also coal and lumber. A. E. Scallen is manager. Mr. Hetzel will remain at the mill for a time.

Milwaukee, Wis.—The Milwaukee Grain & Stock Exchange directors recently adopted the following resolution: "Resolved, that whenever a trade in any commodity dealt in under the rules of the Exchange is consummated in the Exchange Room during the regular trading hours, either a cash transaction, for future delivery or sale to arrive, it shall be the duty of both buyer and seller to check such trade immediately, and that in all cash transactions or sales to arrive a written confirmation of same shall be exchanged within 24 hours thereafter."

A sale of 25,000,000 bus. of wheat to China is planned by the Reconstruction Finance Corporation, according to an announcement by Senator Jones at Seattle Sept. 21, on a credit of \$15,000,000. The Stabilization Corporation has practically no cash wheat to ship; but it has futures that could be traded for cash grain, thereby benefiting the Farmers National Grain Corporation, by relieving it of its Pacific Northwest holdings.

Cipher Codes

Universal Grain Code: Most complete, up-to-date grain code published. Effects a greater reduction in tolls than any other domestic code. 150 pages, 4½x7 inches. Price, leather bound, \$3.00; paper, \$1.00.

Robinson Telegraph Cipher Code: With all supplements, for domestic grain business. Leather bound, \$2.50; cloth, \$2.00.

Millers Telegraphic Cipher: (1917) For the milling and flour trades. 77 pages, 8½x6 inches. Cloth bound. Price \$2.00.

Cross Telegraphic Cipher Code: 9th edition revised for provision and grain trades. 145 pages, 4½x6½ inches. Cloth bound. \$3.50.

A. B. C. Improved Fifth Edition Code, with Sup.: Reduces cable tolls 50% thru use of five-letter words, any two of which may be sent as one. In English. Price, \$20.00.

Bentley's Complete Phrase Code: Contains nearly 1,000 million combinations, any two of which can be sent as one word. Thru its use a saving of 50% can be effected in cablegrams. 213 pages. Appendix of 60 pages contains decimal moneys and list of bankers. Private supplement of 68 pages; Ciphers arranged in Termination Order, 40 pages, contains decimal moneys and list of bankers. 8½x10½ inches. Leather back and corners. \$10.00.

Baltimore Export Cable Code: Hinrich's fourth edition, completed especially for export grain trade. 152 pages, 6½x9 inches, bound in leather. Price \$15.00.

Riverside Flour Code, Improved (5 letter revision): Sixth edition. For use in domestic and export trade. Size 6x7 inches, 804 pages. Bound in flexible leather, \$12.50.

Calpack Code (1923) is designed to succeed and replace the codes published by the J. K. Armsby Co., and the California Fruit Canners' Ass'n in the fruit and vegetable packing industry. Size 6½x8½ inches. 850 pages, bound in keratol. Price \$10.00.

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Field Seeds

Louisville, Ky.—The Louisville Seed Co. is decreasing its capital stock from \$250,000 to \$100,000.

Sterling, Colo.—The main office of the Fort Morgan Bean Co. has been moved here from Fort Morgan.

Terre Haute, Ind.—Quinlan Seed Co. has acquired the business of Prevo Implement & Seed Co., of Marshall, Ill.

Plant City, Fla.—Kilgore Seed Co. is moving its seed store and warehouse to a new building on Glade road.

Alexandria, La.—J. H. Cade is receiver for the Gulf States Seed Co. He was formerly president of the company.

Carson City, Mich.—Jerome B. Rice Seed Co. has moved its Michigan headquarters from Detroit to its new plant here.

Regina, Sash.—Definite arrangements have been made for holding the World's Grain Exhibition & Conference here July 24 to Aug. 5, 1933.

Spokane, Wash.—Henry C. Anderson, pres. of the Inland Empire Seed Co., died Sept. 27, at St. Luke's hospital, aged 37, following a lingering illness.—F. K. H.

Grants Pass, Ore.—The Ladino Clover Ass'n met here last month and admitted several new growers to membership. The new crop of Ladino is now being harvested.

Provo, Utah—Carpenter Seed Co. has been incorporated with \$24,000 capital stock. Theo. T. Taylor is pres. and gen'l mgr. Theo. M. Taylor is vice-pres. and sec'y-treas.

Lincoln, Neb.—The University of Nebraska has contracted for erection of a seed house for the department of agronomy. Size of the building will be 40x90 ft., with two stories.

Seed loans need be paid back only at the rate of 25% in November, the remainder, by agreement with the Dept. of Agriculture, being payable on whatever terms Congress may prescribe.

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KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seed merchants.

PHOENIX, ARIZ.

Capital Fuel & Feed Co., hay, alf., Berm., sor. seeds.

SEDGWICK, KAN.

Sedgwick Alfalfa Mills, field seed merchants.

WAMEGO, KAN.

Wamego Seed & Elev. Co., alfalfa & seed corn.

WICHITA, KAN.

Ross Seed Co., Kansas Grown Alfalfa.

Larned, Kan.—The Pawnee County Pure Seed Growers Ass'n has been organized here to sell "Pawnee Chief" certified alfalfa seed. The seed is being cleaned by the Pawnee County Cooperative Elevator.

Fargo, N. D.—The State Seed Department has issued its bulletin No. 25, showing field inspected seed of the 1932 crop which will be eligible for certification after further cleaning, testing and inspection.

Park River, N. D.—G. Lyness Lloyd, seed specialist in the North Dakota Seed Laboratory, has been stationed here on a cooperative arrangement between the Walsh County Agricultural School and the State Seed Department.

Kansas City, Mo.—A branch cleaning and warehouse plant of the Tobin Seed Co. was damaged by fire on Sept. 28. The estimated loss was \$21,000, mostly seed stocks and cleaning and bagging machinery. Repairs and reconstruction are planned.

Cambridge, Eng.—The British Ass'n of Commercial Seed Analysts held its 7th annual conference at the National Institute of Agricultural Botany here July 21. Election placed E. B. Wallace, pres.; A. E. Birks, vice-pres.; F. H. G. Neale, sec'y-treas.

Lafayette, Ind.—Indiana has 37 counties listed as sources of seed wheat, oats and barley, in a list distributed by the Indiana Corn Growers Ass'n, from headquarters at Purdue. All seed listed traces to certified seed stock and part of it has been certified this year.

Fort Wayne, Ind.—A new, aggressive, retail seed sales plan that develops business and profits for the grain and feed dealer, has been originated by the K & A Seed Co., which recently expanded to place offices and warehouses thruout the east and middle west.

Salina, Kan.—V. R. McCollough has withdrawn from the Kansas Seed Co. and has opened a seed store here as the Mack McCollough Co. While handling a full retail line of accessories, he plans to specialize in carlot trade on alfalfa, sweet clover and forage crop seeds.

Fargo, N. D.—Edith C. Higgins of Nebraska has been added to the staff of seed analysts in the State Seed Laboratory here. She will share the labor of O. A. Stevens of this department, who was recently elected pres. of the Ass'n of Official Seed Analysts of North America.

Grand Rapids, Mich.—Cranberry beans, heretofore grown only in California, have entered commercial channels this year in Michigan. Grand Rapids jobbers distributed small quantities for seed purposes a few years ago, and growers found them to yield better than the white varieties. The principal outlet is grocers in coal mining regions.

St. Louis, Mo.—T. M. Scott has resigned as pres. and a director of the Corneli Seed Co. A meeting of directors on the 23rd of last month elected Earl M. Page, vice-pres. and general manager; Geo. A. Ober, sec'y, and C. Robert Pommer, treas. Mr. Scott, having disposed of his interests, has opened an office for himself in the Merchants Exchange.

The Mississippi Farm Buro estimates it has sold 700,000 pounds of cover crop seed including vetch and Austrian winter peas and that other agencies have sold 500,000 pounds making a total of 1,250,000 pounds distributed this year. This is a record, more

and more farmers being converted to the winter cover crop as a protector and fertilizer.—G. H. W.

Pocatello, Ida.—The twenty-second annual Idaho State Seed show will be held here Nov. 10 to 12. Premiums total approximately \$1,000, together with special prizes and trophies to be offered in several classes. All samples of merit entered in the state seed show will be sent to the International Hay & Grain show at Chicago from which samples will be returned to compete in the Intermountain Seed show at Ogden in January.—F. K. H.

Sioux City, Ia.—Evidence is piling up in the murder of Willard Callicott, night watchman for the Sioux City Seed Co., during an attempted robbery July 26. Confessions have been obtained from Harvey Pangborn, Jerry Brooks and Harry Bottroff, all police characters, who name Floyd Neal, another member of the gang, as the man who fired the shot that killed Callicott when he surprised them during the attempted robbery of the safe. Neal is in custody, but has refused to talk.

Kansas City, Mo.—J. G. Peppard died Oct. 4 at the age of 73 years. Born in New Orleans, he went to Grand Rapids, Mich., with his parents, and after his father's death went to Kansas City and at the age of 16 obtained employment as a sweeper in the seed store of Trumbull, Reynolds & Allen. Later he entered the employ of Albert Dickinson at Chicago, but after three years returned to Kansas City and founded the present J. G. Peppard Seed Co. He is survived by John L. Jos. G., Jr., Chas. P. Peppard, sons, Julia List Peppard, widow, and daughter, Mrs. Ann White.

Chicago, Ill.—The Farmers National Grain Corp. has announced an expanded program in farm seeds, including clovers, alfalfa, alsike and others. Three sales plans are offered. These are that it may be offered for immediate cash sale; that it may be delivered for storage and later sale upon order of the owner, or it may be handled thru pools. Seed accepted for storage is to be graded, cleaned and stored, and against the warehouse receipts for such seed the co-operative or regional organization may borrow to make advance payments to the grower. The racketeers being new to the field seed business will lose some more of the tax payers' hard earned cash and unload many disappointments on their patrons.

International Show Seeks Old Corn

A nation-wide search for ears of corn which won high honors at early corn shows has been instigated by the International Grain & Hay Show, to be held at Chicago Union Stock Yards, Nov. 26th to Dec. 3rd, as a department of the International Live Stock Exposition.

Recent years have seen considerable discussion regarding changes in types of ears favored by judges in the early corn shows and the types which are awarded the purple ribbons today. To settle this discussion the International will present an educational exhibit containing champions of the past beside the winners at this year's show.

Some historic ears have been carefully preserved. A few have already been located and loaned for this unusual and interesting display. Others are still to be located and brought out of seclusion into the limelight of the world's greatest grain show of 1932.

These prized ears may be loaned by their proud owners to state crop improvement ass'ns. They will be placed on display in carefully guarded glass cases, by the official state representatives at the Exposition. Anyone knowing of the existence of old time prize samples is requested to communicate with B. H. Heide, Sec'y-Manager of the Exposition.

Change in New York Seed Law

An amendment to the seed law of New York state, made effective in August, controls the use of such words as "certified," "registered-certified," "registered," "verified," and other terms to designate special qualities in seeds.

The amendment prohibits use of words describing special qualities of seed stocks unless the seed stocks are genuine and have been certified or registered by an official organization, approved by the Commissioner of the Department of Agriculture & Markets, at Albany.

Verified-Origin Seed Dealers

The recently issued Department of Agriculture list of verified-origin seed dealers for 1932-33, carries 65 names, some of them new.

The new firms and offices enrolled are:

Farmers National Grain Corp., Chicago; K. & A. Seed Co., Inc., Peoria, Ill., and Omaha, Neb.; Kansas Seed Co., and Salina Seed Co., Salina, Kan.; Blamberg Bros., Inc., Baltimore, Md.

Barteldes Seed Co., Lawrence, Kan.; Isbell Seed Co., Jackson, Mich., and T. H. Cochrane Co., Portage, Wis., failed to renew their application for such listing this year.

Montana King Wheat Discouraged

The Northwest Crop Improvement Ass'n has been discouraging planting of Montana King wheat, claiming the variety is inferior to either Marquis or Ceres, and that its introduction in a community will tend to lower the market value of all wheat the community ships.

The variety is reputed to have first appeared near Moose Jaw, Sask., where it was called Brown Head, or Broatch's Brown Head, due to its brown chaff. During the past four years farmers of North Dakota, Montana and South Dakota have experimented with this beardless variety, but have found it yields less than the standard, recommended wheats, that it is susceptible to both stem rust and loose smut, and that it requires a few more days to mature than does Marquis.

New Seed Trade Marks

Isbell Seed Co., Jackson, Mich., has filed trade mark No. 328,591 for farm, garden and flower seeds. It is a representation of a bell, as background for the letters, "IS."

Seed Movement in September

Receipts and shipments of seeds at the various markets during September compared with September, 1931, in bushels, except where otherwise noted, were as follows:

FLAXSEED				
	Receipts		Shipments	
	1932	1931	1932	1931
Chicago	91,000	68,000	.....	5,000
Duluth	1,586,031	1,269,147	786,130	560,101
Port William	38,353	67,853	218,255	29,508
Milwaukee ..	1,430	.....	2,860	2,860
Minneapolis ..	1,254,730	.....	.....	.....
KAFIR AND MILO				
Galveston ..	.....	.....	12,857	25,713
Hutchinson ..	19,500	2,600	.....	.....
Kansas City ..	68,600	30,800	68,600	51,000
Los Angeles ..	27,500	12,100	.....	.....
Wichita	1,300	.....	.....	.....
CANE SEED				
Fort Worth ..	1,100	.....	.....	.....
SORGHUMS				
Fort Worth ..	93,800	67,200	74,200	26,600
New Orleans ..	.....	1,400	.....	.....
CLOVER				
Chicago, lbs. ..	914,000	1,150,000	394,000	342,000
Milwaukee, lbs. ..	373,265	467,408	67,795	49,720
TIMOTHY				
Chicago, lbs. ..	10,642,000	13,771,000	4,395,000	6,941,000
Milwaukee, lbs. ..	401,020	424,995	112,775	306,162

"Uncleaned" Certified Seed

[Announcement from the State Seed Dept. of North Dakota calls attention to rules governing handling of certified seed.]

If you plan to sell seed grain or forage crop to a seedhouse before it is cleaned and certified, or transfer it to a seed cleaning establishment to be recleaned before it is certified, such seed must be delivered to the cleaning establishment with the state's official "uncleaned seed" label attached.

Seed eligible for certification should be very clean. To guard purity as well as identity of seed, it is necessary for the State Seed Department to make this rule. A number of seed cleaning establishments in the state are authorized by the seed commission to handle and clean certified seed and these are supervised and periodically inspected by Department officials.

Any seed cleaning establishment in the state is invited to apply for authorization to clean registered and certified seed provided

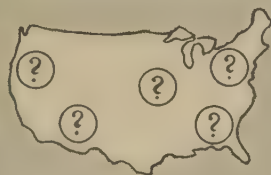
it has the necessary equipment and can meet the specifications outlined by the department.

Imports of Forage Seeds

Imports of forage plant seeds for September, compared with September a year ago, and for the three months period closing September, compared with the same period a year ago, are reported by the Bureau of Plant Industry as follows:

	Septem-ber 1932	Septem-ber 1931	July 1 to Sept. 30, 1932	July 1 to Sept. 30, 1931
	lbs.	lbs.	lbs.	lbs.
Alfalfa .....	.....	.....	5,200	.....
Bluegrass, Can. ....	.....	.....	4,400	.....
Clover, crims'n	147,500	150,900	662,300	1,776,500
Clover, white	42,600	6,600	52,500	22,700
Mixtures, grass .....	.....	.....	300	.....
Rape, winter	223,000	280,300	359,100	310,500
Ryegrass, Eng. ....	.....	11,200	5,600	112,900
Ryegrass, Ital. ....	.....	15,900	200	15,900
Vetch, hairy	503,000	596,400	793,600	1,473,300
Vetch, spring .....	.....	.....	.....	146,500

The RIGHT SEEDS for Your Section!



Do You Know
what latest tests
of State Agricultural
Experiment Stations
Show?

THE easiest way to sell seeds to a farmer is to give him *facts and figures* that show you know the seed business. Win his confidence—by convincing him that your seeds are strong, hardy strains adapted to your territory and backed by big crop yields.

The K & A salesman will supply the facts you need. Ask him what the latest tests of Experiment Stations show as to the hardiness of certain beans and farm seeds. Ask him about the origin of K & A Seeds. He is in a position to sell you the *right seeds for your section* because we have representatives all over the United States watching conditions and buying seeds.

Highest quality—at low prices—that's what you get when you buy K & A Seeds. We

clean and reclean them many times—by the most modern seed-cleaning machinery which removes blasted seeds as well as the small, immature seeds and noxious weed seeds. To protect the dealer and the grower all our AA Brand Alfalfas, and Red and Mammoth Clovers, are verified as to origin. A U. S. verification tag is attached to every bag.

Talk to the K & A salesman. Ask him about our unusual merchandising plan to help you sell K & A Seeds—or mail the coupon for full information.

K & A SEED COMPANY — Ft. Wayne, Ind.



Warehouses at Omaha, Neb.; Fort Wayne, Ind.; Alliance, Ohio; Greenville, Ohio; Harrisburg, Pa.; Detroit, Mich.; Indianapolis, Ind.; Peoria, Ill.

K & A Seed Co.,
Fort Wayne, Ind.

Gentlemen: Please send full information about K & A Seeds, prices and your complete merchandising plan.

Name

Address

GFJ 10-12

Grain Carriers

Boharm, Sask.—Several carloads of wheat were burned recently when a Canadian Pacific train was derailed.

Chicago, Ill.—The Millers National Federation recently decided to withdraw from the Western grain rate case.

Oklahoma City, Okla.—A new law requires trucks to pay a mileage tax besides the license fee based on carrying capacity.

To recondition grain cars the New York Central recently employed 100 additional men at Hammond, Ind., to work indefinitely.

Grain exporters are enjoying low rates for ocean transportation at the expense of the shipowners, who have laid up on July 1 in the United Kingdom 853 vessels, against 752 a year ago.

The Traffic Com'te of the American Feed Manufacturers Ass'n at a special meeting held at Chicago recently decided to make a comprehensive presentation to the Interstate Commerce Commission at its final Chicago hearing, on feed transit.

The Chamber of Commerce of Evansville, Ind., has petitioned the Commission to suspend the reduced rates proposed by the railroads on grain and grain products from Missouri and Arkansas thru Memphis, Tenn., south, as Evansville mills would be placed at a disadvantage.

Washington, D. C.—The Department of the Interior announced Oct. 6 that the deficit of the government's Alaska railroad was only \$412,466 on the year's operations. The government is getting no return on this \$70,000,000 investment. The annual loss in 1930 was \$1,237,120.

Rate reductions by carriers in the Gulf states have been suspended until Apr. 28 by the Interstate Commerce Commission to avoid a rate war. The proposed cuts were intended to meet truck competition, and will be part of the hearing to be held Nov. 14 at Ft. Worth, Tex.

The American Truck Ass'n will hold its first national meeting Nov. 17 and 18 at Washington, D. C., to consider proposed legislation for the regulation of freight truck carriers. N. W. Guthrie, legislative chairman, states that they desire protection from the "fly-by-night" truck operator.

New York, N. Y.—Eighty presidents and other officials of railroads met here Oct. 5 and agreed to postpone effort to cut wages until after the election, as requested by Pres. Hoover. The suspension notices demanding a 20% reduction from levels prevailing before Feb. 1, continue in effect.

Reduced rates on corn from Sioux City and Omaha to the Pacific Northwest are asked by the railroad companies to enable them to compete with the barge line operating on the Mississippi River over which shipments have been moving thru the Panama Canal to Pacific Coast points.

A barge service on the Missouri River to and from Kansas City is contemplated by the Inland Waterways Corporation, which has filed with the Interstate Commerce Commission an application for a certificate of public convenience and necessity, and an order to the rail carriers to make joint rates.

Chicago, Ill.—At the meeting of the Midwest Shippers Advisory Board held at the Palmer House Oct. 6 a com'te was appointed, with Lawrence Farlow as chairman, to consider the extension of the activities of advisory boards thruout the country into fields outside of car service. Members of the boards will hold a meeting at Chicago about Nov. 16 or 17 to correlate the work of the different organizations.

North Pacific grain dealers and millers have submitted a brief to the Interstate Commerce Commission against the proposed revision of rates on grain and grain products in Texas that would give an alleged unfair advantage to Utah millers in obtaining high protein Texas wheat to grind in competition for the California trade.

The annual meeting of the National Industrial Traffic League, scheduled to be held at New York Nov. 16-17, has been postponed, because a meeting seems to be necessary in January or February after legislation has made some progress after the reconvening of Congress in December. The executive com'te will meet at New York Nov. 15-16.

Rates from Albany to New England points were considered at a recent hearing at New York by the Eastern Trunk Lines on application by the Cargill Elevator Co., which desires a wider differential under Buffalo. Representatives of the Chicago market present thought the differential ought not to be greater than 3 cents to preserve the competitive status of different markets.

Churchill, Man.—The Steamer Bright Fan, with 253,000 bus. of grain for London struck an iceberg before daybreak Oct. 1 and sank in 3 hours in the middle of Hudson Straits. A Canadian patrol steamer picked up the crew of 30 who had taken to small boats. This loss makes it more difficult for the government to obtain lower insurance rates on grain exported thru this port.

The U. S. District Court, Oregon, has upheld the state law taxing common carrier truck lines operating between regular termini one mill a ton mile, in the suit by the Consolidated Freight Lines, Inc., alleging that the mileage tax is an unreasonable toll. Altho contract carriers are not required to pay the mileage tax the court held that this does not constitute unlawful discrimination.

Washington, D. C.—The American Short Line Railroad Ass'n in a special report Oct. 6 stated that the railroads "do not want contributions or support out of the treasuries of the government." "What they do want, and must have is a complete change of the present unfair and restrictive policy and control now being imposed on them. It is imperative that the government release soon, the 'strangle hold' it has upon the roads, and permit them to conduct the transportation business of the public in a way that is fair to both."

Reduced emergency rates of 66⅔% on grain to Wisconsin counties have been published to apply from points in Illinois, Iowa, Michigan (upper peninsula), Minnesota, Missouri (northern portion), Nebraska, North Dakota, South Dakota and Wisconsin to stations in the following counties in Wisconsin: Barron, Door, Forrest, Langlade, Lincoln, Marathon, Marinette, Oconto, Oneida, Polk, Portage, Price, Rusk, Shawano, St. Croix, Taylor; also to stations Dorchester, Abbottsford, Colby and Unity, in Clark County; and Luxemburg and Casco, in Kewaunee County. They expire May 14.

Ft. Worth, Tex.—At this time snapped corn which is now commencing to move is selling at 16c to 18c per bu. fob the cars, Texas common points territory, while the railroads charge a freight rate of 29½c cwt. or 20½c per bu. to transport this snapped corn to Texas common point territory. Texas red oats are selling at 11c per bu. fob the cars, No. 3, or 10c per bu. fob the cars for No. 4, and this year's crop shows to be fully 75% of No. 4 grade, and to transport these oats from Texas common point territory, the railroads assess a freight rate of 29½c cwt. or 9½c per bushel.—G. E. Blewett, sec'y Texas Grain Dealers Ass'n.

Lansing, Mich.—The railroads have granted several requests by the Michigan Grain, Feed & Hay Dealers Ass'n, among

them being the stop off privilege in Southern territory, a reduction in the stop-off charge from \$10 to \$6.50 per car, a reduction in bean rates to C.F.A. territory, and a definition of the standard bean bag to be used in shipping 25 and 50 lbs. of beans, as reported by C. S. Benton, chairman of the Traffic Com'te. It is now desired to have transit tariffs corrected to permit shipments from transit points of 50,000-lb. minimum cars on the transit rate regardless of what minimum was used up to the transit point.

Ft. Worth, Tex.—The sub-com'te of the Central Grain Com'te of Texas which met here recently adopted the following to present at the I. C. C. hearing: All points North of Amarillo and the line of the Santa Fe to Higgins will be included in one group; the territory South will be divided into 4 groups. They also proposed that the rates from, to, and between Texas points shall not be higher than the rates applying from Texas, Oklahoma and Kansas to Kansas City. The sub-com'te also decided to take no action concerning the California-New Mexico rates, nor will they offer any evidence pertaining to transit privileges, leaving these matters to individuals for presentation.

Trans-Mountain Trucking Competition

[Trucking of commodities has become a national problem. Hence, the following communication from Floyd Oles, sec'y-mgr. of the Feed Dealers Ass'n of Washington, and the Oregon Feed Dealers Ass'n, presenting the truck situation in the Pacific Northwest, will be interesting to grain and feed dealers all over the country.—Ed.]

This situation has grown to be a major menace to legitimate merchants in the feed, fruit and produce, and fuel business. It has ruined the West side market for these commodities, reflecting upon the farm producer, whose best products must, by reason of the trucks, meet a market set by the off-grade stuff, which formerly did not move to outside markets at all. Total shipments of hay and straw through legitimate channels this year approximate 25% of normal, the balance being by truck, with resulting loss to dealers, farmers, and rail lines.

Farmers on the West side are not benefited, since they are getting inferior products, often plastered with mortgages making them liable to paying twice for the same product. Devoid of financial responsibility, truckers are not subject to regulation or penalty as to grade, weight, condition, or delivery. The competition is extending also to grains, and bids fair to utterly demoralize both the feed industry and the farm markets on both sides of the mountains unless checked.

RATES CHARGED by trucks vary from \$2.50 per ton for hay and straw from Kittitas Valley, to \$3 per ton from Yakima Valley. The haul cannot be made for this price at a profit. Hauling at such rates is confined to irresponsible parties. For this reason a competent attorney who has studied the subject, advises the following wording for inclusion in all contracts for trans-mountain hauling:

It is distinctly understood that this contract does not in any manner constitute the second party the agent or servant of the first party, but that second party is an independent contractor; and that first party shall in no manner be liable to any person whatsoever for any damages sustained by reason of any negligence or misconduct or other act of second party; and that second party agrees to indemnify and save harmless first party of any and all claims whatsoever made and/or asserted against first party on account of any of the acts or conduct of second party.

Obviously, no hauling should be contracted for without a written contract.

WHAT REMEDY: For several months the manager of the ass'n has been corresponding and conferring with the Department of Public Works and railroad officials, in regard to joint action to curb the unregulated truckers. This has finally culminated in a ruling from the department, which, in effect, is that

any trucker, even tho operating as a contract carrier, is still subject to the law regulating the use of the state highways, if it is shown that he solicited the contracts under which he is operating. In such case, he is subject to regulation by the department, must have a certificate of necessity, and must operate on a regular, published schedule, and at published rates.

Under this ruling, numerous truckers have been stopped, arraigned, fined, and given suspended jail sentences upon their promise to cease operations. The rail lines, at last aroused, have taken the initiative in securing convictions under this ruling. Where evidence can be obtained, this will curb actual common carriers who are evading the law by securing contracts solely for that end.

From Abroad

France has decreed the extraction of only 66% flour in milling to force the consumption of more wheat.

Belgium has made a ruling that flour for breadmaking must contain 10% of the product of home grown wheat.

Italy's wheat crop is officially estimated at 275,000,000 bus., the highest yield ever recorded, and cutting down the quantity to be imported.

A duty of 10% on all flaxseed not British grown will be placed before the London parliament this month at the request of the Ottawa economic conference.

The Union of South Africa's export quota has been fixed at 50% of the corn crop, against 33⅓% last year, until May 31, 1933; and about 19,000,000 bus. will be available for export.

There is very little English demand for foreign wheat at present as millers in the United Kingdom are awaiting the opening of parliament next month, when the question of taxing foreign wheat will be contested and may cause a political upset.—*Broomhall*.

A subsidy of 10 shillings per man per week is to be paid by the government of Victoria as part payment for farm labor employed in making permanent improvements. The state has earmarked \$28,000 for the purpose. The New South Wales minister of agriculture is advocating a similar subsidy. This shows to what extremes government will go when once started on the wrong road.

The opinion prevails in the grain trade that the Government of Australia will decide to abandon the wheat bounty this year, according to a report from Trade Commissioner E. C. Squire, in Sydney. The present bounty lapses in October of this year. Last year the bounty of 4½d. (9 cents) a bushel on all wheat harvested in Australia between Oct. 1, 1931, and March 31, 1932, was made possible through a special arrangement with the Commonwealth Bank, under which the bank advanced £3,300,000 for that specific purpose, the amount being added to the general national debt.

The presidential candidates have been asked by B. W. Snow, of the Federation of American Business, to state plainly whether they pledge themselves to "recommend the prompt liquidation" of the Federal Farm Board, U. S. Shipping Board, Inland Waterways Corporation and the Alaskan Railroad.

Pool wheat holdings in Canada are said to have been taken off the market by a syndicate of grain dealers taking all of the old Pool's holdings of October delivery and giving the Pool back the May future at 6½c premium. If the Pool had not consented to this changing over to the more deferred future, selling would have been forced of the 50,000,000 to 60,000,000 bus. of Winnipeg October wheat held by the Pool before Nov. 1, breaking the market.

Supply Trade

The O. W. Randolph Co. will soon make shipment of driers to the LaIndustria Harinera, Bogota, Colombia, S. A. These driers will be used for drying Colombian wheat.

SKF Industries Inc. has announced the consolidation of the manufacturing activities of The Skayef Ball Bearing Co., Hartford, with The Hess-Bright Mfg. Co., Philadelphia. This action on the part of SKF Industries Inc. will give effect to the advantages of concentration of manufacturing and research activities.

Kansas City, Mo.—Dr. E. Lee Heidenreich, consulting engineer, has acquired the business and good will of the Heidenreich Co. (foreign department) contracting engineers, and the Heidenreich Engineering Co., consulting engineers, and will continue the business of these two companies in the construction of grain elevators, liquid and bulk storage and railroad terminals.

Schenectady, N. Y.—The \$4,000,000 power plant of the General Electric Co., which is to go into operation next spring, uses mercury instead of water in the "steam" boiler, and the "steam" is in reality mercury vapor under high pressure. Energy will be produced at a lower cost than ever before attained and fed into the commercial system of the New York Power & Light Corporation.

Chicago, Ill.—William Murphy, for several years representing J. B. Ehrsam & Sons Mfg. Co. in this territory, died recently in Kansas City, following an operation for gall stones. Previous to his association with Ehrsam, Mr. Murphy was connected with the Webster Mfg. Co., leaving that firm in 1926. He is survived by his wife and a brother, Frank, Kansas City representative for Huntley Mfg. Co.

Chicago, Ill.—The smaller manufacturing concern now has its golden opportunity. Credit is available for sound expansion, and every dollar put to work in this way will do

double duty in relieving unemployment and creating purchasing power. When we consider that nearly 79% of all labor is employed by these smaller manufacturers, a return to full time by them should automatically effect a like reduction in unemployment, and a proportionate increase in purchasing power.—*Haynes Corporation*.

Another conference between the elevator interests, the belt manufacturers, and all other buyers of grain elevator belting, will be called by the Rubber Manufacturers Ass'n at Chicago this month for the purpose of discussing standardizing specifications. An effort is being made to have the conference on Oct. 19, following the meeting of the Dust Explosion Hazard Com'te of the N.F.P.A. Differences of opinion on friction test, weight, etc., will be taken up. A tentative specification is now available from the R.M.A.

Kansas City, Mo.—The U. S. District Court on Sept. 13 held that the patents of Robert L. Bobbitt on a dust collector are valid and were infringed by the defendant Midland Flour Milling Co. Bobbitt is held entitled to an accounting of profits. This was a test case agreed upon by the Millers National Federation, which defended the suit, and which has decided to appeal to the Circuit Court. For ten years past Bobbitt has been trying to collect royalty on the long cone dust collector. A year ago he began pressing his claims more vigorously.

Akron, O.—Conveyor belt problems in many industries, advantages of the belt conveyor, details of belt construction and suggested applications are discussed in "How Shall We Handle It," a recent publication of the Diamond Rubber Co. Profusely illustrated with pictures showing conveyor belts in action under widely divergent conditions, the booklet shows how the question of economical handling of many types of materials has been answered by a large number of plants. Specific plant problems, adaptability and versatility of the belt conveyor, use of conveyor belts, a wide variety of applications are described with a wealth of pictures. This book should prove of special interest to grain elevator superintendents. A copy will be sent Journal readers on request.

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of the most complete authoritative grain drying catalog ever published. No man operating a Grain Elevator or Mill, can afford to be without this book. All Engineering and Construction Companies should have it on file as a reference book. Your library is not complete without a copy. Write today for yours.

O. W. RANDOLPH CO.
TOLEDO, OHIO, U. S. A.

Patents Granted

1,881,267. Conveyor Roller. Ernest Drexler, Pittsburgh, Pa., assignor to Schloemann Actin-gesellschaft, Dusseldorf, Germany. A conveyor roller, a motor inclusive of a stator and a rotor disposed within said roller, and a pivotal connection between said roller and said rotor.

1,875,494. Art of Disinfecting Seeds. Walter P. Raleigh, Ames, Ia., and Cromwell B. Dickey, Milwaukee, Wis., assignors to Pittsburgh Plate Glass Co. A finely pulverized disinfectant for corn and like seeds consisting of an inert carrier comprising graphite and basic mercury carbonate.

1,876,398. Elevator. Gustav E. Carlstrand, Baltimore, Md. The marine leg comprises a frame structure, a crosshead mounted thereon, a boom pivoted to said crosshead, an elevator leg pivoted to said boom, a pusher arm pivoted to the crosshead and engaging the elevator leg, and means whereby movement of the boom will cause a movement of the pusher arm in the opposite direction.

1,870,629. Grain Cleaner. Chas. C. Ingraham, Minneapolis, Minn. In a grain separating machine, the combination with a vibratory screen-equipped shoe, of a traveling flow retarding device, comprising a plurality of flexible blades spaced from the screen of the shoe adjacent the delivery end thereof, said blades being successively operative on the material advanced on the screen to control the movement thereof towards the discharge end of the screen.

1,874,916. Bean Cleaning Apparatus. Edw. L. Culver, Los Angeles, Cal. In an apparatus for separating beans from small clods of dirt gathered with the beans, the combination of a hopper with an opening in its bottom a pair of rollers in the said opening with upright screens, a pair of belts guided to move downwardly along the faces of said screens, a rubbing member resting on the beans and dirt clods on the screen, means for removing the rubbing member along the screen to crush the clods and enable the same to pass through the screen, means for feeding the beans with the dirt into the space between the belts and screens.

1,877,266. Making Compressed Feed. Geo. M. Chapin and Hugh H. Goff, Hammond, Ind. An apparatus for converting different feed meals into compressed state, comprising a compressing chamber having an inlet opening at one end and a variable discharge opening at the other end and a plurality of additional discharge apertures formed in the upper half only of the chamber wall adjacent the discharge out-

let, means for feeding a heated plastic mass of granulated feed materials through the inlet opening, and means within the chamber for extruding said mass through the discharge outlet and the additional discharge apertures.

1,875,473. Grinding Mill. Wm. H. Letz, Crown Point, Ind. The combination with a grinding mill, of a frame therefor, a rotary shaft mounted on the frame, a plate holder secured to the shaft, a grinding plate secured to the plate holder, a relatively stationary grinding plate secured to the frame and cooperating with first-mentioned plate, and disks secured adjacent to plates having a peripheral flange formed thereon forming a recess for the reception of each of grinding plates for substantially encasing both plates whereby the broken parts of grinding plates resulting from the accidental breaking of plates are prevented from being discharged from between the disks.

1,870,947. Dust Collector. Leland J. Drumgold, Oakland, assignor of one-half to Van A. Neher, Oakland, Cal. A dust collector comprising an elongated conical portion and a superposed cylindrical portion of a diameter substantially equal to the larger diameter of the conical portion, a concentrically disposed open ended cylinder in the cylindrical portion having its ends substantially transversely aligned with the ends of the cylindrical portion, a cover between the top of the cylinder and the top of the cylindrical portion, a baffle adjustably mounted on the cylinder at its upper end, the means for supporting the baffle being disposed on the inside wall and near the top of the cylinder, said baffle comprising an inverted hollow cone the larger diameter of which is substantially equal to the diameter of the cylinder, the baffle being adjustable to simultaneously provide an air passage of equal height between the entire peripheries of the opposed edges of the cone and cylinder respectively, and a tangential intake in the cylindrical portion entering a chamber defined by the wall of the cylindrical portion and the cylinder, the chamber providing an unobstructed path to the passageway defined by the cone and cylinder.

The Farm Board's holding of wheat futures is still overhanging that market and has not been removed and remains a constant menace to the price structure for the reason that the present trading in future delivery contracts already extends into May, 1933, when their promise of today to sell no more wheat will have expired. The layman might well ask why this farmer agency is speculating at all in the cereals, and especially so in the future delivery pit contracts.—Arthur Cutten.

Suit on Soy Bean Flour Patent

The Shellabarger Grain Products Co., Decatur, Ill., was granted a patent several months ago on a soy bean flour and the process of manufacture. The demand for the products, which is retailed as Diatase and sold to bakeries as Soyflake, has increased, resulting in night and day operation.

Now the Soyex Co. and Laszlo Berczeller, inventor, of Budapest, Hungary, have brot suit for alleged infringement of his patents. W. L. Shellabarger states that the suit is without foundation.

State Elevator at Oswego a Liability

Joseph E. Sheary, chief auditor of the department of public works, reports that the state elevator at Oswego, N. Y., cost the taxpayers \$1,790,119 to build and operate from 1925 to Aug. 30, 1932, and in that time produced a total revenue of only \$45,930.

In the seven years the elevator has been held in readiness to receive and store grain maintenance, repairs and operation have cost \$145,049. Since the house was built it has received 2,676,469 bus. of grain. Even at 1c per bushel the plant would have lost money, so that the recent reduction of the grain transfer rate from $\frac{1}{2}$ c to $\frac{1}{4}$ c per bushel and the extension of free storage from 10 to 15 days merely means that the state relies on general taxation to pay the operating costs.

Receiving Books For Grain Buyers

Wagon Loads Received. A good form used extensively in recording wagon loads of grain received from farmers. Tare weight is entered immediately under gross, to facilitate subtraction. Contains 200 pages of linen ledger paper, and is ruled 20 lines to a page, thus accommodating 4,000 wagon loads. Separate pages may be devoted to each kind of grain to each farmer, or wagon loads may be entered in the order received. Well bound in cloth, with keratol back and corners. Order Form 380. Price \$2.50. Weight 2 $\frac{3}{4}$ lbs.

Receiving and Stock Book for keeping a record of each kind of grain received in separate columns, so buyer may easily determine total amount of any kind of grain on hand. Size 9 $\frac{1}{4}$ x11 $\frac{1}{2}$, 200 pages, with a capacity for 4000 wagon loads. Well printed on linen ledger paper, bound in strong board with leather back and corners. Order Form 321. Price \$2.50. Weight 2 $\frac{3}{4}$ lbs.

Scale Ticket Copying Book contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back upon itself, so that with the use of carbon paper, it will make a complete copy of the original on the stub, with one writing. Original tickets forming the outer half of leaf are machine perforated. Printed on bond paper, check bound, size 9 $\frac{1}{4}$ x11, supplied with four sheets of carbon. Order Form 73. Price, \$1.55. Weight 2 lbs.

Grain Scale Book, a combined Journal and Receiving book with index. Each man's grain is entered on his own page, or a page may be allotted to each kind of grain received. Both debits and credits are posted to the ledger. Contains 252 numbered pages and index, size 10 $\frac{1}{2}$ x15 $\frac{1}{2}$, and will accommodate 10,332 wagon loads. Printed on linen ledger, bound in extra heavy black cloth covers, with leather back and corners. Order Form 23. Price \$4.00. Weight 5 lbs.

Grain Receiving Register is designed for recording the receipts of wagon loads of grain. Loads may be entered in consecutive order, or different sections of the book may be devoted to different kinds of grain. Book contains 200 pages of linen ledger paper, size 8 $\frac{1}{2}$ x14 inches, each of which is ruled for 41 entries, giving a total capacity of 8200 wagon loads. Well printed and substantially bound in full canvas. Order Form 12AA. Price \$3.00. Weight 3 Lbs.

Duplicating Wagon Load Receiving Book, designed to facilitate the recording of number of loads from one farmer in a short time. Book contains 225 leaves, size 12x12 inches with 33 lines each, perforated down the middle; the inside half of the leaf remains in the book, and the outer half with the same ruling printed on the reverse side, folds back over the left half with carbon between. Outer half is given to farmer. It may also be used by line agents in making daily reports to headquarters. Check bound with canvas back, nine sheets of carbon. Order Form 66. Price \$3.00. Weight 4 $\frac{1}{2}$ lbs.

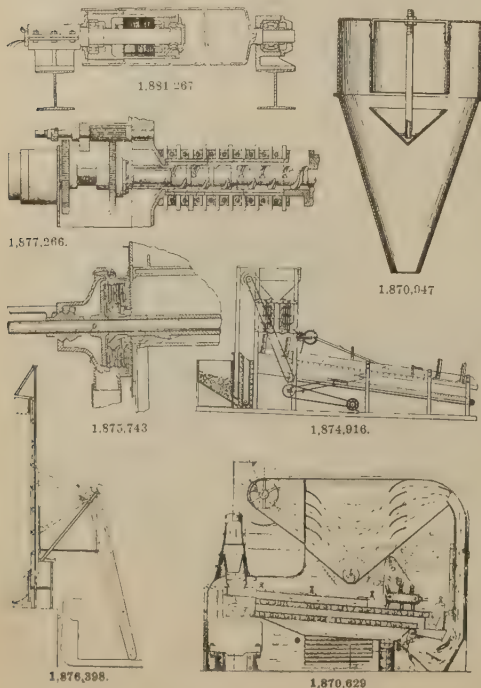
Grain Receiving Ledger, may be used first as a Stock Book by posting the receipts daily, weekly or monthly from some other portion of this book, or from any other scale book, giving a page to the commodity handled; Second, as a patrons' ledger, by giving a full or half page to each patron; Third, pages may be used to enter each load of grain received in consecutive order under their respective commodity headings. The book contains 200 numbered pages with 44 lines each, and marginal index in front, size 8 $\frac{1}{2}$ x13 $\frac{1}{2}$, ruled with the usual column headings, including Debit and Credit columns. Printed on linen ledger paper and well bound in black cloth sides with keratol back and corners. Order Form 43. Price \$3.50. Weight 3 lbs. Form 43XX contains 400 pages same as above. Price \$5.50. Weight 4 $\frac{1}{2}$ lbs.

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Feedstuffs

Iowa farmers have increased the number of pigs weaned per litter by 31% during the past decade, according to the Iowa State College. In 1922 an average of 4.6 pigs per litter were weaned. In 1931 the average was 6 pigs per sow.

Washington, D. C.—The annual convention of the Ass'n of American Feed Control Officials has been set for Nov. 3-4 at the Raleigh Hotel here. Harold Abbott, pres. of the American Feed Manufacturers Ass'n, is listed as one of the speakers.

Clinton, Ia.—A meeting attended by 450 stockmen from points as far west as Victor, Ia., and as far east as Bloomington, Ill., fostered by the MacX Feed Milling Co. here, was held Sept. 29. Methods of feeding and breeding were the principal subjects. On the list of speakers were Prof. C. C. Culbertson, Iowa State College; G. A. Kent, Indianola, Ia.; Milt Tudor, Cedar Rapids, and Clyde Turkington, Letts.

Des Moines, Ia.—The Rent-a-Mill Co., Inc., of this city which is trying to rent portable mills to farmers by the hour is an affiliate of the Allied Mills of Des Moines, but has no connection with the Allied Mills of Chicago. These new portables which are mounted on trailers can be attached to any automobile and pulled from farm to farm. The short life of a portable mill entrusted to inexperienced operators will necessitate a high rental.

Plymouth, Ind.—Charles Urschel, Tippecanoe, Ind., was elected pres. of the Associated Feed Dealers of America, succeeding William Steeb of Crown Point, at the annual meeting held here last month. Charles L. Patterson, Fulton, was made vice-pres., and Ralph V. Johnson, Argos, sec'y-treas. Directors are M. J. Wilson, Millersburg; Albert Strauch, Royal Center; William Steeb, Crown Point; Jacob Yarian, Nappanee, and William Reese, Mishawaka.

Puyallup, Wash.—Following completion of the agreement under which independent feed dealers are manufacturing W.S.C. labelled poultry feeds, a Feed Dealers Day has been arranged at the Western Washington Experiment Station here, Monday, Oct. 24. It will review the plan for W.S.C. feeds. These feeds are now being made available by feed manufacturers under agreement between the State College and the Feed Dealers Ass'n of Washington.—Floyd Oles, sec'y.

Sales and Credits Considered by Central Feed Dealers

The annual fall convention of the Central Retail Feed Dealers Ass'n, held at Wausau, Wis., Oct. 3, well attended by dealers from all parts of the state, gave closest attention to sales and credit plans for the winter trade.

H. H. HUMPHREY, Wausau, gave delegates a hearty welcome, to which J. E. Davis, Amery, responded, expressing the appreciation of the ass'n.

J. E. WALSH, Milwaukee, talked on credits, reviewing the history of credit business and its power in trade. A brief review of his remarks is published elsewhere in this number.

PROF. G. BOHSTEDT, University of Wisconsin, discussed "What to Feed and How to Feed to Make Dairy Cows Return a Profit." He exhibited a chart showing the rating of principal feedingstuffs according to nutritional value and price, and presented figures proving that good dairy cows still make a profit for their owners, but low producers should be sold. Altho milk and butter bring low prices, feed may be purchased so much cheaper than it could a few years ago that the margin between costs and return is actually increased.

PROF. BOHSTEDT called attention to the relatively high price of hay, compared with grains and concentrates. This indicated possibilities for sales of grain feeds to dairy men thru reduction in roughages to be fed and increases in grain and concentrate rations.

S. O. BLAIR, Minneapolis, head of a chain of 46 retail feed stores, gave the opening address at the afternoon session. He discussed selling policies and methods used by large concerns in stimulating business. Part of his remarks are published elsewhere in this number.

PROF. J. G. HALPIN, head of the poultry department at the University of Wisconsin, felt that the poultry situation has shown a great deal of improvement in recent months. Efficient feed practices have kept up many flocks and such flocks are now showing a good return.

A. E. SOLIE, Wausau, sec'y of the Central Wisconsin Traffic Ass'n, called attention to reduced freight rates on feeds and grains to the drouth areas of Wisconsin.

A banquet at the Wausau hotel, at 6 p. m., featured roast turkey, with dressing. Lee I. Yorkson, sec'y of the local Chamber of Commerce, was toastmaster. Entertainment included the Wausau Women's Saxophone Band and Miss Grace Prael, who did a series of popular toe and tap dances.

Feed Manufacturers Look for Brighter Future

Convinced that bottom on the current depression has been scraped and that the industry is clinging to the upward swing of the pendulum, members of the Midwest Feed Manufacturers Ass'n met at the Kansas City Athletic Club, Kansas City, Mo., Saturday evening, Oct. 1, and laid plans for aggressive sales effort.

W. E. Suits, Chicago, chairman of the executive com'tee of the American Feed Manufacturers Ass'n, and head of the Feed Merchandising Council, urged better merchandising methods in the leading address of the evening.

General discussion following his talk, in which many members of the organization joined, looked forward to a happy and busy future producing better balanced feed rations. The education of feeders to the use of balanced rations can move only forward.

This aggressive organization, composed of 45 feed manufacturing plants in Colorado, Oklahoma, Kansas, Iowa, Nebraska and Missouri, is headed by V. F. Rudy, Kansas City, pres.; C. H. Blanke, Atchison, Kan., vice-pres.

Georgia Quarantines Alfalfa

Shipment of alfalfa, in bales, loose or as packing with certificate attached to declare it free from alfalfa weevil, into Georgia from eight western states affected by the pest, has been prohibited, by order of State Entomologist Manning S. Yeomans.

California, Colorado, Idaho, Nebraska, Nevada, Oregon, Utah and Wyoming are the states under quarantine.

Horse Power Shows Big Increase

A special survey conducted by E. H. Miller of James E. Bennett & Co., indicates an increase of 13% to 30% in horse and mule power farming, compared with tractor farming, during the past year.

The report showed an increase of: Iowa, 20%; Ohio, 23%; Oklahoma, 16%; Minnesota, 15%; Wisconsin, 18%; Colorado, 30%; Indiana, 16%; Nebraska, 22%; Texas, 13%; South Dakota, 20%; Montana, 13%; Illinois, 24%; Kansas, 25%; Missouri, 15%; Michigan, 18%; North Dakota, 17%.

The larger percentages of increase naturally occur on the farm units of the west and middle west, where power farming had gained its strongest foothold. With horse and mule feed, and farm labor, at low figures, it would appear to be no longer economical to utilize high-priced machinery and fuels that must be purchased to produce feed grains. Oats and corn seem to pay bigger dividends when used to build animal power where they are produced than when they are dumped on an already burdened market.

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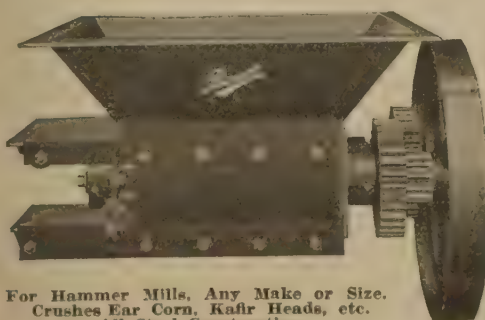
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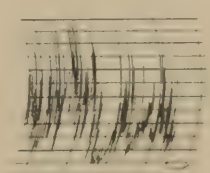
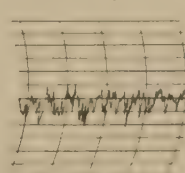
Showing Power Consumed When Grinding Ear Corn.

With Feeder

Without Feeder

○ ○ ○ ○ ○ ○ ○

○ ○ ○ ○ ○ ○ ○



Power Rates Are Based on Power Peaks. Note Even Power Load When Ears Are Crushed on a Bauer Feeder.

55th Meeting of Pennsylvania Feed Men Is Optimistic

Optimism was the prevailing note at the 55th annual convention of the Pennsylvania Millers & Feed Dealers Ass'n, held at the Americus Hotel, Allentown, Pa., Sept. 14-16, the first session of which was briefly covered on page 259 of the last number of Grain & Feed Journals.

PRES. JULIUS E. LENTZ, Laurys, opened the business session Thursday morning with a brief address, calling attention to the serious problems facing the mill and feed men, and the manner in which the ass'n helps.

SEC'Y GEO. A. STUART, Harrisburg, had some suggestions in the course of his annual report. He said:

Organizations and ass'ns, the same as individuals, have been badly affected by the disturbed economic conditions of the past year. We very much regret that so many of our hopes and aims for the Pennsylvania Millers & Feed Dealers Ass'n have not developed to the extent we anticipated but we feel we should find much satisfaction in the realization that we have been able to survive this unusual year.

The loss in ass'n membership is regretted. On Sept. 1, 1932, we had 112 active members with dues paid for the year, and there were 93 on the list being carried pending action at this convention. We were very unfortunate in having the bank close in Lancaster which held our funds collected for dues in 1932, but we had purchased stationery and materials sufficient to carry us nearly thru the year. Our advance call for 1933 dues was met with gratifying results, and we have been able to prepare for this convention without being greatly handicapped. Altho we have had 15 resignations from the ass'n and one death, we have added 16 new members, which keeps our membership fairly well balanced. Our expectation of securing a large addition to our membership from the feed dealers has not yet been realized, and in my opinion can only be accomplished by consolidation with some of the existing feed dealers ass'ns already organized in the state.

The bill introduced in the legislature changing fees for the registration of different brands of feeds was vetoed by the Governor after it had passed both the House and Senate. This was a great disappointment, but a similar bill will be introduced in the 1933 session of the legislature, which will have the full support of John A. McSparran, Secretary of Agriculture.

A com'te representing the ass'n was successful in securing authority from Governor Pinchot to have all state institutions use a 50-50 blend of flour, 50 per cent of which should be milled from Pennsylvania grown wheat. Also that the bran and middlings used in all feed mixtures should be from the milling of Pennsylvania grown wheat. This ruling has brought considerable business to Pennsylvania mills which formerly was given western mills.

TREAS. E. J. ESHELMAN, Lancaster, showed the ass'n finances to be in good order.

The balance of the morning was taken up in addresses by C. W. Sievert, Chicago, on "Milk and Its Place in Feed Mixes," and Dr. J. E. Hunter, Pennsylvania State College, on "Latest Developments in Scientific Compounding of Feeds."

FRIDAY MORNING SESSION

On an extended program Friday morning the convention was brought to a close.

G. A. HOLLAND, Chicago, discussed "Service in Feed Merchandising," calling attention to the niceties in contacts with the customers that build business, to the means of profitable local advertising, and to cooperation in civic enterprises related to the feed business. Holding educational meetings, and keeping a full stock of feeds on hand were listed among business building assets.

F. M. BROBST, CHICAGO, talked on "Making Sense of Feeding Science," explaining effective selling methods. If a feed dealer approaches a farmer on the science of good feeding, which supplies the needs of the particular class of animals to be fed, and talks to him in his own language, instead of unfamiliar scientific terms, he will improve his sales. Buyers want to understand what they are buying.

C. L. JAYCOX, CHICAGO, discussed local advertising of feeds and feed products, which can be effectively used by the grain and feed dealer.

ELECTION of officers made R. M. Hartzell, Chalfont, pres.; W. K. Harlacher, Highspire, 1st vice-pres.; A. R. Selby, Germantown (Md.), 2nd vice-pres.; E. J. Eshelman, Lancaster, treas. George Godshalk, C. Y. Wagner, H. J. Lerch, H. A. Appenzellar, S. F. Sensenig, and J. E. Levitz, were placed on the Board of Directors.

THE ANNUAL BANQUET Thursday evening in the Americus hotel, was entertained for more than an hour by 40 singers from Bangor, backed by the Flory Milling Co.

Credit in the Feed Business

By J. E. WALSH

Credit encounters less risk in such fixed products as radios, furniture and automobiles than it does in the feed business, where the product is consumed and the creditor could in no convenient way re-possess it.

Prevention is the best cure. Going on a cash basis and sticking to it relieves the grain and feed dealer of credit hazards. One means of forestalling credit requests is to ask the applicant to fill out a complete application blank, listing all property, assets and liabilities. Few farmers will want to do this, least of all those who are poor credit risks.

Short term credit can sometimes be extended to farmers of known integrity and dependable financial standing, advantageously. Most present day farmers have a regular income of some kind coming from sale of dairy products, poultry or other produce, which will guarantee short credit. With such income there is little if any reason for permitting bills to run more than from 30 to 90 days.

The older an account becomes the more difficult it is to collect. Good credit men, concerned with feed, seldom consider accounts that have run for more than six months over 50% collectible. This is reason enough for pushing collection early.

Carelessness in handling farm accounts, actually encouraging farmers to permit their bills to drift for long periods, was justified when farmers had cash coming to them only at certain periods, widely separated. The habit remains, the conditions have changed, and it is part of the job of the grain and feed dealer, in self protection, to educate his customers to prompt payment of their bills.

The principal factor in collecting is determination on the part of the dealer. There are many good methods for collecting old debts and the local dealer, if he is up on his toes, will find

the ones most suited to his needs. Among the methods now in common use is assignment of assured income, notes, and trades for farm products.

Feedstuffs Movement in September

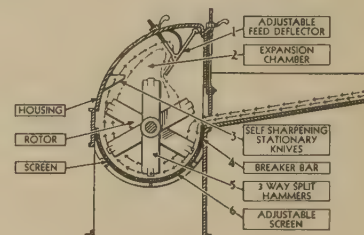
Receipts and shipments of feedstuffs at the various markets during September compared with September, 1931, in tons, were:

	Receipts		Shipments	
	1932	1931	1932	1931
*Baltimore ..	2,935	2,205	.....	.....
†Boston	818	66	324	.....
*Chicago	13,928	13,883	37,190	31,237
*Cincinnati ..	450	660	.....	.....
†Kansas City ..	3,220	2,260	18,920	19,460
†Los Angeles ..	803	1,078	.....	.....
*Milwaukee ..	180	300	5,040	10,630
*Minneapolis ..	1,148	1,623	24,465	40,395
*Peoria	8,730	11,080	10,639	11,704
†San Francisco ..	91	300

*Millfeed. †Bran and shorts.

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Hay Movement in September

Receipts and shipments of hay at the various markets during September compared with September, 1931, in tons, were:

	Receipts		Shipments	
	1932	1931	1932	1931
Baltimore ...	12	37	.....	.....
Boston	85	108	.....	.....
Chicago	2,328	4,594	316	388
Cincinnati ..	561	1,562	.....	.....
Fort Worth ..	.....	66	.....	.....
Kansas City ..	4,440	5,976	924	1,716
Milwaukee ..	.....	60	.....	.....
Minneapolis ..	787	1,373	16
Peoria	30	720	10	70
San Francisco ..	1,068	1,622
Seattle	264	121



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Southern Mixed Feed Manufacturers Sec'y Tells of Accomplishments

[Prior to an anticipated enthusiastic 7th annual convention of the Southern Mixed Feed Manufacturers Ass'n, at Memphis, Tenn., Oct. 11 and 12, Sec'y E. P. MacNicol, liverwire force behind the organization that has done so much to correct the difficulties of southern manufacturers, sent out his annual report. It reflects the conditions of the industry in the south, and every manufacturer, grinder and mixer, or feed dealer, will find interest in it.—Ed.]

It is axiomatic that the need for trade ass'n endeavor increases in direct ratio to commercial declines. The feed trade is no exception. A recent report on trade ass'n work reflected in a national survey indicates some ass'ns have found it necessary to close up entirely, others have undergone extreme retrenchments, but the great majority have strengthened their position and are "carrying on" with commendable determination and encouraging results.

At the beginning of the eighth year we find ourselves in much the same position as that of the majority—operating at greatly reduced revenues and a proportionately curtailed expense, but still functioning thru a general recognition of past accomplishments and necessity for continuance of industry contact meriting individual manufacturer support. The real test of ass'n endeavor, in whatever field of service, lies in its permanence and efficacy in times of commercial stress. That we have survived is due in no small measure to the support accorded ass'n affairs despite drastic retrenchments and competitive policies that have been dominating factors in the last twelve months.

Sales statistics compared with previous years indicate a per mill average decline in tonnage of more than 50%. This has had an adverse influence and has resulted in a serious threat against those ethics we have long fostered. Selling below costs, extension of credits, price cutting, consignments, etc., have grown to alarming proportions and today constitute a lamentable threat against sound business practices. Probably the outstanding evil that has not been resurrected is price guarantee against decline, and a breaking down of this basic policy would unquestionably have been attempted had the buyer shown any disposition to contract or the manufacturer to book for future shipment.

Early in the spring, on invitation, we appeared before the South Central States Ass'n of Feed Control Officials to urge uniformity in regulations. Our initial activity was directed toward periods of registration, feed tax collection requirements and one or two definitions. While no definite action was taken the need for uniformity was frankly admitted and we are hopeful that thru these officials some actual steps toward uniformity will result.

Except for Florida's tax tag mandate, which we protested vigorously but to no avail, the South Carolina corn chops definition which was set aside, and the anti-deadlock measure introduced in the South Carolina legislature which failed of passage, we have had only minor differences with state control officials.

This ass'n, along with others, is entitled to some credit for bringing about more general recognition in claims for preference for arrival drafts, where funds from such drafts were caught in failed banks. An outstanding decision was handed down by the state supreme court of Mississippi in a case prosecuted jointly by the Meredith Grain & Elevator Co. and the Royal Stafolife Mills, of Meridian. Nearly half the states now have definitely established draft priority.

Several bills intended to effect a similar remedy for drafts caught in failed national banks have been introduced in Congress and have received unqualified support from the grain and milling industries. We anticipate favorable action on the Sheppard bill or some similar measure at the next session.

Due to the stress of competition the industry is being menaced by a general breakdown

of our terms policies. The practice of extending credit and consigning, while deplored, even by those mills that indulge the evil, has grown to alarming proportions. The practice has been cursed and discussed, resolutely against and generally abhorred, yet it persists and has almost reached the point where some shippers are inclined to recognize it as a necessary evil, tho a number of mills decline to participate in an exchange of credit information thru the secy's office.

Hogs Need More Than Corn

One of the common mistakes made in hogging-down corn is assumption that, a bunch of pigs in a field of corn, need no other feed until the corn is gone.

It is impractical to hog-down corn unless proper mineral and protein supplements are provided, observes A. L. Anderson of Iowa State College. The gains without supplements in hogging-down corn will be slow and uneconomical.

Soybeans planted in corn will not supply enough protein feed. Tankage, or some such high protein supplement, is needed. Minerals also should be kept before the pigs at all times. Free run of a clover or alfalfa field close to the corn, will help, but it will not replace tankage.

In hogging-down corn, the usual experience of farmers and experiment stations has been that the safest plan is to turn the pigs into the corn for only a part of a day at a time at the beginning in order to avoid digestive disturbances. Usually a limited area—about enough to last the pigs two weeks—is fenced off temporarily rather than to turn the pigs into the whole piece that is to be hogged-down.

Cottonseed Meal Down

BY J. M. TRENHOLM.

Memphis, Tenn., Oct. 8.—The cottonseed meal market has undergone another week of liquidation. The week's trading started off Monday with firm prices. Prices began to decline on Tuesday and have been dragging ever since culminating on Saturday after the publication of the Government cotton crop estimate which was larger than anticipated.

On Saturday the market opened easy but with very little change from Friday, February meal selling at \$16.50 against \$16.75 on Friday. The market was closed for 15 minutes when the Government report was published.

The estimate indicated a crop of 11,425,000 bales of cotton which was much higher than the average of private estimates. The report caused a break in cotton of 40 points from the previous close and a decline of 50 cts. per ton in cottonseed meal. However, a good demand developed and January was bought in volume at \$15.50 and succeeded in advancing from that price to \$15.70, showing a decline of 40c from Friday.

The very perplexed state of mind of the public at the present time due to political influences has created a bearish sentiment in major markets.

Nebraska's Sow Formula

Putting fall pigs on grain as quickly as possible is looked upon as an important step in early and profitable production of pork.

At the Lincoln, Neb., agricultural college, hog men feed both the sows and their litters a mixture of 200 lbs. ground corn, 200 lbs. ground oats, 200 lbs. shorts or ground wheat, 20 lbs. tankage, 15 lbs. linseed meal, 6 lbs. salt, and 6 lbs. bone meal. This mixture is put in self-feeders, but it may be hand fed if desired.

Young pigs will start to eat shelled corn as quickly as any other grain or mixture. As they are weaned they require the addition of protein feed to the ration. Keeping them on pasture as long as possible, and supplying leafy alfalfa hay to take the place of green pasture in the winter months are economical practices.

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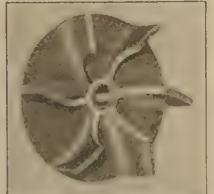
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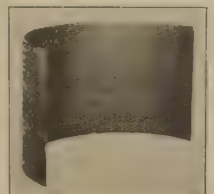
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Positive Adjustable
Hammer



Vacuum Type Fan



Screen

Small Feed Mill Has Light Power Requirements

Outstanding for its light consumption of power is the small feed plant of the Henry Field Seed Co. installed in an old livery barn that had found itself unable to compete with the growth of the machine age at Savannah, Mo. Henry Field has seed stores at a number of points in the Middlewest, including Savannah, where he sells his own brands of poultry feed as well as seeds. This plant is adapted to making up special formulas for those who desire them.

The two-story barn is equipped with a Prater No. 5 J hammer grinder, direct connected to a 10 h.p., 3-speed, 3-phase motor. To this grinder is connected an asperating and screening system to make it serve all grinding purposes.

A variety of screens and the 3 speeds available in the grinder gives a wide variety in grinding. Attached to the grinder are two collectors, one of them fitted with screens to make three separations of cracked and polished corn for poultry feed. The hulls are drawn off thru the second collector wherein the fan on the grinder, operated by individual $1\frac{1}{2}$ h.p. motor, creates a vacuum. Disconnection of the separating collector gives ordinary mill run grinding.

Ear corn comes in by the wagon or truck load and shelling is done in this plant by a farm sheller. From this the shelled corn runs into the boot of a small leg that elevates it to bins or to the No. 3 cleaner on the floor above, which discharges into a bin for running into the grinder.

Should direct grinding of ear corn be desired this is done thru a crusher that is attached to the grinder and operated by positive V belt drive from the shaft of the mill.

Mixing is done thru a $\frac{1}{2}$ -ton mixer adjacent to the grinder. It is of the vertical type. The mixer, the sheller, the leg, and the cleaner are all operated from a line-shaft, run by a single 5 h.p. motor.

Sacking is done from any of three bins, from the mixer direct, or from the grinder. Outlets from these bins are arranged to also spout to the grinder.

Total power employed is in the three motors, the 10 h.p. driving the grinder, the $1\frac{1}{2}$ h.p. driving the constant speed blower from it, and the 5 h.p. operating the lineshaft that operates the rest of the machinery, a total of $16\frac{1}{2}$ h.p.

Of course the plant does not have a large output. Its capacity is about 4 tons per day, and handling of sacks, dumping of ingredients, weighing and tying, requires a great deal of labor.

Chicago, Ill.—Hay merchants here have cut their commission charge in selling hay to \$1 per ton.

Feeds for Cattle

By R. R. THALMAN

Grinding or cracking corn.—The cracking of corn is ordinarily not advisable unless it is very dry and hard, or there are no hogs following cattle. Where grinding is resorted to, the cost, which amounts to approximately 3 cents per bushel, should be added to the price. Coarse grinding, or cracking, costs much less and gives better results than fine grinding. The cost of fine grinding is almost double that of cracking.

Ground ear corn.—Some alfalfa hay is saved by the substitution of ground ear corn for shelled corn. The daily gain made by the cattle is slightly less but the cost of gain is not materially changed because of the saving of hay. When cottonseed cake is used to supplement ground ear corn and no hay is fed, one ton of cottonseed cake is equal to three tons of alfalfa. Danger of overfeeding, or founder, is reduced by the feeding of ground ear corn. To finish the animal it is desirable to add shelled corn and to decrease the allowance of ground ear corn.

Ground snapped corn.—Ground snapped corn is more valuable for fattening two-year-olds and yearlings than calves or lambs. Most feeders prefer to start on ground snapped corn, gradually changing to ground ear corn and then to shelled corn. Fed in this manner, 1.15 pounds of ground snapped corn are equal to approximately 1 pound of shelled corn. Some alfalfa is saved by feeding ground snapped corn, but the gains made by the cattle are slightly less and the feeding period is increased.

Wheat.—Wheat should be cracked for cattle. The cost of cracking is approximately 3 cents per bushel. Wheat has proved equal to corn, pound for pound, in feeding value where one-third or one-half of the grain ration consisted of wheat and the rest corn. The extra weight in a bushel of wheat under most conditions pays for the cost of grinding and, as a result, the feed cost can be figured the same as though corn were used.

Barley.—Although investigators are not in agreement as to the feeding value of barley, due undoubtedly to the difference in test weight in different localities, evidence points to the fact that it is approximately 90 per cent as valuable, pound for pound, as corn for fattening cattle. Barley should always be fed rolled or coarsely ground.

Dried beet pulp.—Osland gives dried beet pulp when fed as part of the grain ration, the same replacement value as No. 2 corn for fattening cattle. On this basis, the feeding of dried pulp would not affect the cost of gain as given in this bulletin.

Wet beet pulp.—The use of wet beet pulp with a grain (barley or corn) and alfalfa ration is generally recommended in the sugar

beet growing districts. Where the hauling distance is too great, wet pulp decreases slightly the cost of feed-lot gains over a straight grain and alfalfa ration. It is estimated that one ton of wet pulp is worth approximately 70 pounds of corn and 575 pounds of alfalfa.

Protein supplements (cottonseed and linseed meal or cake).—Linseed meal is generally considered somewhat more valuable per ton than cottonseed meal. The difference, however, is slight and it is doubtful that linseed meal or cake is worth more than three to five dollars more per ton than cottonseed meal or cake. Because of a greater daily gain and increased efficiency of feed utilization, the addition of 1 to $1\frac{1}{2}$ pounds of linseed meal or cottonseed meal to a ration of shelled corn and alfalfa does not increase the cost of gain materially if the supplement is worth not more than twice the price of corn per ton. The market value of the cattle is usually increased by the feeding of a protein concentrate.—Bull. 274, Neb. Exp. Sta.

Feed Future Prices

The following table shows the closing bid price each week in dollars per ton of standard bran, gray shorts and standard middlings for December delivery:

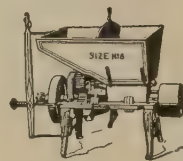
	St. Louis			Kansas City	
	Bran	Shorts	*Midds	Bran	Shorts
Sept. 3.....	10.45	11.75	11.00	8.60	9.85
Sept. 10.....	10.25	11.50	10.75	8.20	9.55
Sept. 17.....	9.75	11.15	10.35	7.95	9.25
Sept. 24.....	9.85	11.20	10.65	8.15	9.50
Oct. 1.....	9.50	10.80	10.40	7.55	8.85
Oct. 8.....	9.25	10.35	7.40	8.60

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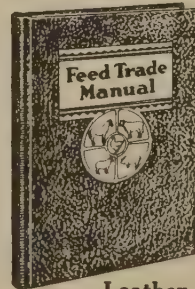
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Feed Mill of Henry Field Seed Co., at Savannah, Mo.

Poultry Feeds and Feeding

Bright Yellow and Pale Yellow Egg Yolks Contest

Consumers, medical men, and poultry raisers are lining up on one side or the other, according to their interests, in the battle for premium markets now being staged between bright yellow and pale yellow egg yolks.

The color of the egg yolk is dependent upon feeding. Where completely balanced rations include rich sources of vitamins A and D this usually shows in the color of the egg yolk. Plenty of yellow corn, and balanced shares of alfalfa meal, included with the protein supplements and such other grains as are fed, normally produce a sort of golden yolk that the medical men claim is packed with vitamins A and D, enough of them to keep any normal child from developing a bad case of rickets. The pale yellow anemic looking yolks miss out on these important constituents.

Pacific coast poultrymen, wide-awake and progressive, first to take grading and packaging seriously in creation of market interest, have been producing pale yellow yolks. But they made stiff competition for the middle-western producers in leading egg markets. So the medical authorities have been drawn into the battle and there is a great deal of talk about vitamins, lime, phosphorus, violet-rays, even iodine.

Lined up on the side of bright yellow yolks are such prominent medical authorities as Dr. Herman N. Bundesen, Chicago's Health Commissioner and Doctors Casparis, Shipley and Kramer of Johns Hopkins University. The kiddies must have their vitamins.

A High-Protein Mash with Local Grain

A new laying mash, richer in protein than those generally recommended, has been developed by Iowa State College. While it costs more per pound than one lower in protein, so much more local grain can be fed with it that the total cost of balancing the ration is reduced to a minimum, E. W. Henderson, head of the Poultry Husbandry Department, points out.

The new plan permits use of 2 parts of grain to 1 of mash. When a mash lower in protein than the one recommended is fed, more ground feed must be fed to balance the ration and therefore the total cost of feeding is increased. With a rich mash the hens are given all the "scratch" grain they can eat at night and one-fourth of the night allowance in the morning.

Formulas that have given good results are:

Dry Mash	
Ground yellow corn.....	100 lbs.
Wheat bran	100 lbs.
Wheat middlings	100 lbs.
Meat scraps or tankage.....	80 lbs.
Dried skim milk or buttermilk.....	20 lbs.
Fine salt	4 lbs.
"Scratch" Grain	
Yellow corn	600 lbs.
Heavy oats	200 lbs.

When 3 gallons of liquid milk per day are available for every hundred hens, the dried milk should be omitted from the mash and the meat scraps or tankage reduced by half.

One hen has passed the 300-egg mark and several others have laid over 290 eggs on the above ration this year. Of course the ration alone is not responsible for such records for such hens are exceptionally well bred, but even a well bred hen cannot lay on a poor ration.

Harrison, N. J.—R. E. Hill, formerly representing the National Oil Products Co. in Illinois and Indiana territory, has been transferred to the home office to specialize in advertising and sale of Nopco brands of cod liver oil and vitamin D concentrates to feed manufacturers and the poultry industry.

Use a Good Cod Liver Oil in Poultry Feeds

By DR. J. E. HUNTER
Pennsylvania State College

The common source of Vitamin D for chicks is cod liver oil, which is sometimes referred to as bottled sunshine. Other fish oils have been shown to contain Vitamin D, but their use is not as universal as is the use of cod liver oil. This varies widely in Vitamin D content, and the careful feed manufacturer learns something of the oil before he incorporates it in his feed. He should use one that is biologically tested. A biological test includes the feeding of a carefully measured amount of oil to animals or chicks and noting their response as far as bone building and growth are concerned.

Standards of vitamin potency in oils for poultry feeding have not been established, and the need for such a standard is imperative. The fact that an oil has been tested is not enough. The feed manufacturer should know the results of the test. It may have been tested and found to be almost worthless, but still it has been tested. The manufacturer should assure himself that he is getting an oil that contains ample Vitamin D for the protection of the birds against rickets.

There are "superpotent" oils on the market that are being widely used in poultry feeds. These are oils that have their Vitamin D content increased through concentration processes. Many feed manufacturers feel that the use of such an oil or concentrate greatly reduces their mixing problems, because less can be used, due to the increased vitamin content. These oils have been found to be quite satisfactory, provided their vitamin content is checked.

The same warning should hold true for these "superpotent" oils as for ordinary ones. The feed manufacturer should know something of their origin, how they are fortified, and should have a definite assay of their vitamin content.

Antigo, Wis.—The Parsons Feed & Poultry Supply Co. is planning lectures on poultry diseases and nutrition in schools of Langlade County, because a recently sponsored local gathering won such wide acclaim by poultry raisers.

Butter and Egg Men Condemn Government in Business

Support was lent the convictions of the grain and feed dealers when the 26th annual convention of the National Poultry, Butter & Egg Ass'n at the Hotel Sherman, Chicago, closed the last of September with a decided resolution opposing government interference in private business.

During the course of the convention Clara Gebhard Snyder, director of foods and nutrition for the American Poultry Industries, declared a definite trend exists among consumers for packaged poultry products.

Cold storage operators who had laid in supplies during the low egg prices of a few months ago, expressed great satisfaction with the turn in the market upward.

Officers named by the ass'n are Clyde Henderson, Monroe, Mo., pres.; C. L. Poole, New York City, 1st vice-pres.; R. R. Bear, Topeka, Kan., 2nd vice-pres. Harrison F. Jones, executive sec'y, Chicago, was re-elected.

Governors of four states and the representative of another held an economic conference at Sioux City in September to draft a program for farm relief.

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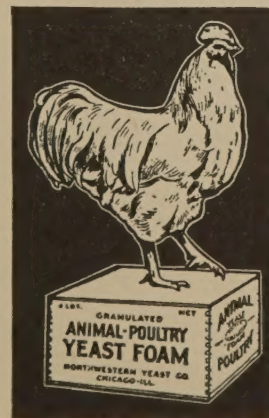
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Proposed Changes in Soy Bean Grades Analyzed

By J. E. BARR

It was my privilege to spend several days in the producing section of Illinois just prior to the beginning of movement of the 1931 crop and conduct a series of grading demonstrations with country elevator managers. Many of these men had only a meager knowledge of the soybean standards, the correct procedure in determining the grade of a given lot, and the operation of soybean inspection service. These meetings presented opportunity for discussion of harvesting and handling problems at primary shipping points which directly affect the grade.

In developing standards for a farm product, due consideration should always be given to these problems as well as to marketing practices and consumers' or manufacturers' requirements. It has been said that to the extent that the producer places on the market a product of the standard of quality desired by the consumer to that extent will the standard be perfect. Applying this principle to soybeans, can the producer meet the requirements of the present contract grade—No. 2?

Of the total quantity inspected of the 1929 crop, 40% graded No. 2 or better. This percentage has been increasing each year and our records show that 60% of the soybeans inspected of the 1931 crop graded No. 2 or better.

Keeping this in mind, are any changes in the present standards necessary? Some of the suggestions which have been made in the past are as follows:

LOWER TEST WEIGHT on the Black Soybeans: This suggestion was prompted by the fact that some of the smaller seeded black varieties in the East were testing 54 lbs. to 55 lbs. and otherwise grading No. 1. A check of records indicated, however, that apparently this low test weight was due to a seasonal condition and was not general with this type of soybeans. Records for previous years showed that the same varieties met the requirements of the No. 1 grade as to test weight.

MOISTURE: It has been suggested that the maximum limit of moisture in the No. 2 contract grade should not exceed that with which soybeans may be safely stored. There is no argument. The problem is what constitutes maximum safe moisture content for storage. Another suggestion is that there should be a greater difference between the moisture requirements of different grades. At the present time there is only 1% difference between the maximum moisture content of each of the grades 1 to 4 inclusive. It has been suggested that there should be at least 1½% difference.

SPLITS: A great difference of opinion exists regarding the importance of splits as a grading factor and the maximum percentage of this factor which should be permitted in the respective grades. It has been contended that splits do not materially affect the value of soybeans for milling and that the allowance in the No. 2 should be increased to at least 15%, compared with the present limit of 10%.

Many of the larger mills contend that splits are a more detrimental factor than is usually believed. When soybeans are stored over any period of time the oil in the splits tends to oxidize. Splits also are more susceptible to damage than whole soybeans stored under the same conditions.

Another argument against increasing the present allowance of splits is that it would encourage careless handling of soybeans in harvesting and threshing. Any marked increase is always accompanied by an increase in the percentage of foreign material. It is reasonable to assume, that to permit a greater percentage of splits in the No. 2, for example, would defeat the purpose for which it is intended because the increase in the percentage of foreign material would cause a No. 3.

DOCKAGE: At the time the U. S. standards were drawn up consideration was given to whether the dockage principle now used in grading wheat should be applied. It was concluded to omit the dockage principle and permit foreign material to be a separate grading factor. There may be arguments for the dockage principle but as yet we have been unable to see where it would be more equitable.

PROTEIN AND OIL CONTENT: Some thought has been given to incorporating protein and oil content in the U. S. grades as grading factors. This question was discussed with pioneers in the soybean industry before the present standards were written. It was the consensus of opinion at that time that the standards should be simple in their construction and that no complicated factors requiring technical chemical determination should be incorporated.

It was recognized, however, that with the growth of the industry and the development of keen competition in the purchase of soybeans for milling purposes these factors might have to be taken into consideration.

These possible changes in the standards simply show that consideration is constantly given to any need for change. As the industry develops it is natural to expect that some change in the standards may be desirable, but the best interests of an industry usually are not served by making constant changes in standards used in valuing a basic commodity.

Consistent and uniform application of grades so that producers will receive a price commensurate with the comparative value of each lot sold; so that manufacturers will receive a quality product commensurate with the price paid will contribute to a broader market for soybeans and profitable development of this new cash crop.

Importance of Oil and Protein Content in Evaluating Soybeans

By EDWARD C. PARKER, Marketing Specialist,
U. S. Bureau of Agricultural Economics,
before American Soybean Ass'n

The percentage of oil affects the utility value of soybeans because it directly affects the quantity of oil which may be expressed from a ton of beans. The average oil content of soybeans is approximately 18% but a range of 15 to 20% is found in the oil content of commercial lots of soybeans. It is self-evident that, on the basis of oil value alone, a carlot of soybeans testing 19% oil is worth more to the processor than another carlot testing 16% oil.

Similarly, the percentage of protein affects the utility value of soybeans because it directly affects the percentage of protein in the cake or meal. The average protein content of soybeans is approximately 35%, but there is a range in protein content from about 30 to 40%. With protein, also, it is self-evident that, on the basis of meal value alone, a carlot of soybeans testing 33% protein is worth more to the processor than another carlot testing 32% protein.

Yield of Oil and Meal.—A ton of beans of average quality which is processed usually to yield about 250 pounds of oil and 1,600 pounds of oil meal. In 1929-30 the approximate, annual, average price for oil f. o. b. mills was 9c per pound, and for 40-42 per cent protein meal in carlots at Chicago, the approximate, annual, average price was \$50 per ton or 2½ cents per pound. In the latter part of the 1931-32 season, soybean oil, on a similar basis, was worth about 3 cents per pound, and meal, on a similar basis, was worth about \$20 per ton or 1c a pound. Thus, on the basis of a ton of soybeans, the ratio of oil value to meal value in 1929-30 was as \$22.50 is to \$40, while in the latter part of the 1931-32 season the ratio was as \$7.50 is to \$16. These data also show that the market value of the protein matter in a ton of soybeans is commonly much greater than the oil matter.

Variation in Oil Content.—Investigations pertaining to the oil content of flaxseed made by Dr. D. A. Coleman, in 1927, showed that wide variations exist in the oil content of flaxseed between different grades and within the same grade, and that, in no instance, were there any reliable correlations between oil content and each of such individual physical characters as test weight, color, plumpness, and damaged kernels. In all probability, and for practical purposes, these conclusions about the oil content

of flaxseed are equally applicable to the oil content of soybeans.

Similarly, protein content is an elusive character to measure in any kind of grain or seed by means of correlations with any of the factors commonly used for the determination of numerical grade, although in case of wheat there is an approximate correlation with the subclass percentage specifications for dark, hard, and vitreous kernels. Although in the case of soybeans, there are varietal differences in protein content which might be associated with variety characteristics for inspection purposes, there are also wide variations in protein content within different lots of beans of the same variety, caused by the effects of variable soil and climatic environment. These variations could not be differentiated with sufficient accuracy for commercial purposes by correlations with such physical characters as test weight, plumpness, color, splits and damage.

The adoption of oil and protein content analyses to supplement grades as commercial measures of the utility value of soybeans and for use as a basis of trading, should be of benefit to all elements in the soybean industry. The testing and certification of soybean for oil content and protein content should (1) facilitate the domestic marketing of soybeans in that it would permit the buying and selling by certificate of beans of known utility value by test, (2) facilitate exports to foreign buyers who desire to contract by oil and protein specifications as well as by grade, (3) provide information of value to the domestic processors in making selective purchases to maintain uniformity in meal and cake products sold under state registered brands, (4) establish market premiums for soybeans of relatively high oil content or protein content, (5) reflect market prices in a more equitable manner to producers and shippers than is possible by grade alone, and (6) provide an incentive to growers to use improved varieties, to adopt the best known cultural methods, and to raise and market soybeans of high oil or high protein content.

Oil Content and Protein Content Not Practicable Numerical Grade Factors.—It would not be practical, in my opinion, to include oil and protein content as factors for the determination of numerical grade in the official U. S. standards for soybeans. Firstly, the ratio of the market value of oil content to that of protein content fluctuates constantly with the supply and demand situation for soybean oil and soybean meal. Secondly, high oil content in soybeans is commonly associated with low protein content, and conversely high protein content is commonly associated with low oil content. Thirdly, the five numerical grades of the U. S. standards for soybeans have been formulated on the principle of five gradations of relative quality according to the six individual grade factors of conditions and general appearance, test weight per bushel, moisture, splits, damaged beans, and foreign material.

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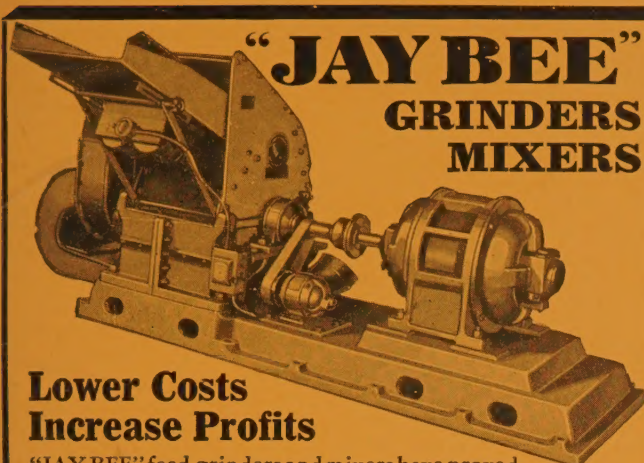
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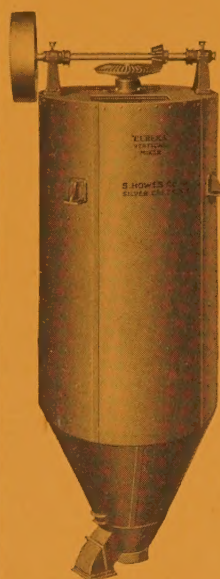
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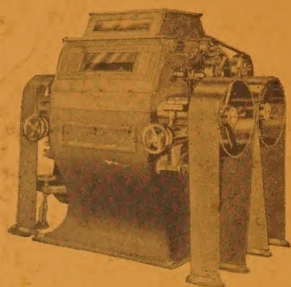
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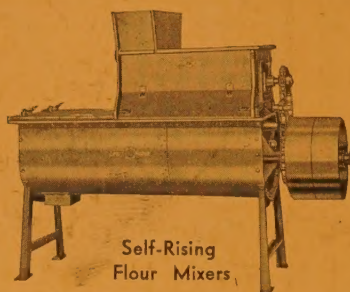
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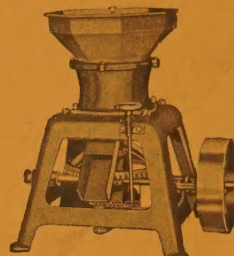
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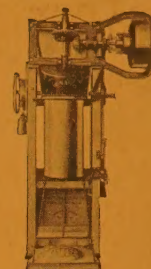
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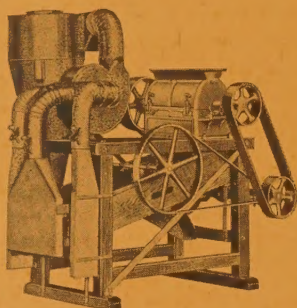
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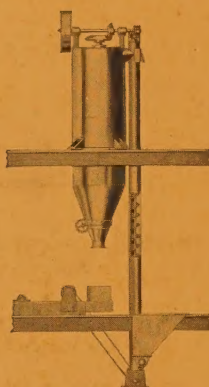
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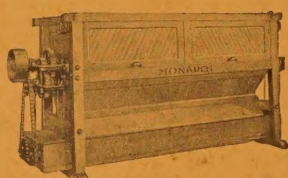
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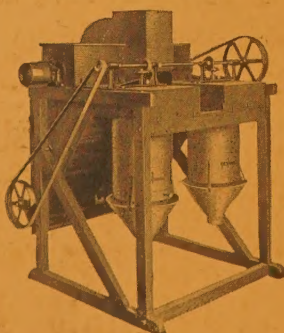
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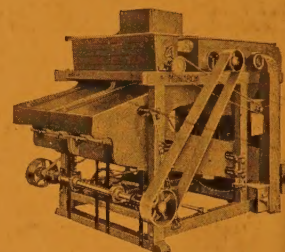
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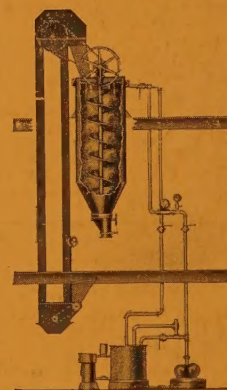
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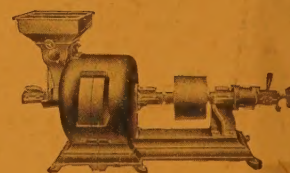
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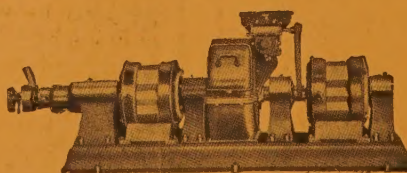
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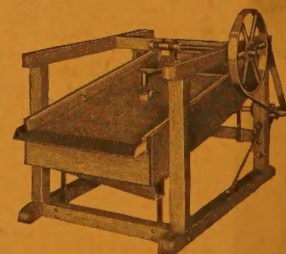
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